

Dear Examiner Rangrej -

Here are the edited results of the search noted above.

You can jump to each section using the hotlinks below or by using Word's "find" function {CTRL+F} to search for three asterisks{***}. Some results of possible interest may be highlighted below or may be found by doing a {CTRL+F} and searching for two number signs/hash marks{##}.

If you have any questions, please don't hesitate to call, visit, or e-mail.

Regards,

Heidi Myers

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Knox Building/EIC3600/Suite 4B68
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[Inventor search – Patent Files](#)

[Inventor search – Non-Patent Literature](#)

[Subject search – Patent Files, Non Full-Text](#)

[Subject search – Patent Files, Full-Text](#)

[Subject search – Non-Patent Literature, Non Full-Text](#)

[Subject search – Non-Patent Literature, Full-Text](#)

***Inventor Search – Patent Files

File 344:Chinese Patents Abs Jan 1985-2006/Jan
(c) 2006 European Patent Office
File 347:JAPIO Dec 1976-2008/Aug(Updated 0812008)
(c) 2008 JPO & JAPIO
File 350:Derwent WPIX 1963-2008/UD=200881
(c) 2008 Thomson Reuters
File 371:French Patents 1961-2002/BOFI 200209
(c) 2002 INPI. All rts. reserv.
File 348:EUROPEAN PATENTS 1978-200850
(c) 2008 European Patent Office
File 349:PCT FULLTEXT 1979-2008/UB=20081211|UT=20081204
(c) 2008 WIPO/Thomson
File 324:GERMAN PATENTS FULLTEXT 1967-200850
(c) 2008 UNIVENTIO/THOMSON

Set	Items	Description
S1	77	AU=(KENDRICK R? OR KENDRICK, R? OR KENDRICK (2N)(R OR ROD-NEY OR ROD))
S2	0	LIMITALL IS ON
S3	1	(AUTOMOBILE?? OR VEHICLE?? OR CAR OR CARS OR TRUCK OR TRUCKS OR SEDAN OR SEDANS OR SUV OR SUVS OR MOTORCYCLE??)(10N)(INSURANCE?? OR GUARANT? OR SURETY OR SURETIES OR COVERAGE??)

3/5/1 (Item 1 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2008 Thomson Reuters. All rts. reserv.
0014924338 - Drawing available
WPI ACC NO: 2005-272038/200528
XRPX Acc No: N2005-223454
Calculation method for automobile insurance , involves deriving cost increment by evaluating vehicle location information and pricing database
Patent Assignee: KENDRICK R B (KEND-I)
Inventor: KENDRICK R B
Patent Family (1 patents, 1 countries)
Patent Application
Number Kind Date Number Kind Date Update
US 20050071202 A1 20050331 US 2003674929 A 20030930 200528 B

Priority Applications (no., kind, date): US 2003674929 A 20030930

Patent Details					
Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20050071202	A1	EN	8	2	

Alerting Abstract US A1
NOVELTY - The calculation method involves deriving a cost increment by evaluating a vehicle location information and a pricing database. The derived cost increment is transmitted to a contracting company. The cost increment consists of monetary information. The vehicle location information is derived with a location system.
USE - Use for calculating automobile insurance .
ADVANTAGE - Enables determining incremental vehicle insurance cost by using real time information concerning various factors on the operation and

location of the motor vehicle. Assists the operator in modifying driving habits, if needed, to potentially reduce the overall insurance cost associated with operating the vehicle. Enables insurance companies to even more accurately gauge the risk associated with the operation of the vehicles that they are insuring so that insurance premiums assessed to operators of motor vehicles can even more accurately reflect the level of risk associated with the operation of each vehicle.

DESCRIPTION OF DRAWINGS - The figure shows the block diagram representing the components of the computation device.

18 Computation device

Title Terms/Index Terms/Additional Words: CALCULATE; METHOD; AUTOMOBILE;
INSURANCE; DERIVATIVE; COST; INCREMENT; EVALUATE; VEHICLE; LOCATE;
INFORMATION; PRICE; DATABASE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06Q-0040/00 A I R 20060101

G06Q-0040/00 C I R 20060101

ECLA: G06Q-040/00D

US Classification, Current Main: 705-004000

US Classification, Issued: 7054

File Segment: EPI;

DWPI Class: S02; T01; T05; W01; W02; W06; X22

Manual Codes (EPI/S-X): S02-B08C; T01-D01; T01-J05A2E; T01-J05B4P;

T01-J07D3A; T01-N01A1; T01-N01A2E; T01-N01A2F; T01-N01A2J; T01-N01D;

T01-N02B1B; T05-L02; W01-C05B5C; W02-C03C1; W06-A03A5E; X22-E06B; X22-X

***Inventor search – Non-Patent Literature

File 2:INSPEC 1898-2008/Nov W4
(c) 2008 Institution of Electrical Engineers

File 35:Dissertation Abs Online 1861-2008/Feb
(c) 2008 ProQuest Info&Learning

File 65:Inside Conferences 1993-2008/Dec 17
(c) 2008 BLDSC all rts. reserv.

File 99:Wilson Appl. Sci & Tech Abs 1983-2008/Oct
(c) 2008 The HW Wilson Co.

File 144:Pascal 1973-2008/Dec W2
(c) 2008 INIST/CNRS

File 474:New York Times Abs 1969-2008/Dec 18
(c) 2008 The New York Times

File 475:Wall Street Journal Abs 1973-2008/Dec 19
(c) 2008 The New York Times

File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
(c) 2002 Gale/Cengage

File 15:ABI/Inform(R) 1971-2008/Dec 18
(c) 2008 ProQuest Info&Learning

File 20:Dialog Global Reporter 1997-2008/Dec 19
(c) 2008 Dialog

File 610:Business Wire 1999-2008/Dec 19
(c) 2008 Business Wire.

File 613:PR Newswire 1999-2008/Dec 19
(c) 2008 PR Newswire Association Inc

File 624:McGraw-Hill Publications 1985-2008/Dec 19
(c) 2008 McGraw-Hill Co. Inc

File 634:San Jose Mercury Jun 1985-2008/Dec 18
(c) 2008 San Jose Mercury News

File 810:Business Wire 1986-1999/Feb 28
(c) 1999 Business Wire

File 813:PR Newswire 1987-1999/Apr 30
(c) 1999 PR Newswire Association Inc

File 9:Business & Industry(R) Jul/1994-2008/Dec 18
(c) 2008 Gale/Cengage

File 16:Gale Group PROMT(R) 1990-2008/Dec 05
(c) 2008 Gale/Cengage

File 148:Gale Group Trade & Industry DB 1976-2008/Dec 12
(c) 2008 Gale/Cengage

File 160:Gale Group PROMT(R) 1972-1989
(c) 1999 The Gale Group

File 275:Gale Group Computer DB(TM) 1983-2008/Dec 02
(c) 2008 Gale/Cengage

File 621:Gale Group New Prod.Annou.(R) 1985-2008/Nov 20
(c) 2008 Gale/Cengage

File 636:Gale Group Newsletter DB(TM) 1987-2008/Dec 05
(c) 2008 Gale/Cengage

File 625:American Banker Publications 1981-2008/Jun 26
(c) 2008 American Banker

File 637:Journal of Commerce 1986-2008/Dec 30
(c) 2008 Commonwealth Bus. Media

File 256:TecInfoSource 82-2008/Jul
(c) 2008 Info.Sources Inc

File 63:Transport Res(TRIS) 1970-2008/Nov
 (c) fmt only 2008 Dialog
 File 95:TEME-Technology & Management 1989-2008/Nov W5
 (c) 2008 FIZ TECHNIK
 File 81:MIRA - Motor Industry Research 2001-2008/May
 (c) 2008 MIRA Ltd.
 File 14:Mechanical and Transport Engineer Abstract 1966-2008/Oct
 (c) 2008 CSA.

Set	Items	Description
S1	328	AU=(KENDRICK R? OR KENDRICK, R? OR KENDRICK (2N)(R OR ROD- NEY OR ROD)) OR BY= KENDRICK (2N)(R OR RODNEY OR ROD)
S2	0	LIMITALL IS ON
S3	0	(AUTOMOBILE?? OR VEHICLE?? OR CAR OR CARS OR TRUCK OR TRUC- KS OR SEDAN OR SEDANS OR SUV OR SUVs OR MOTORCYCLE??)(10N)(INS- URANCE?? OR GUARANT? OR SURETY OR SURETIES OR COVERAGE??)

*****Subject search – Patent Files, Non Full-Text**

File 344:Chinese Patents Abs Jan 1985-2006/Jan
 (c) 2006 European Patent Office
 File 347:JAPIO Dec 1976-2008/Aug(Updated 081208)
 (c) 2008 JPO & JAPIO
 File 350:Derwent WPIX 1963-2008/UD=200881
 (c) 2008 Thomson Reuters
 File 371:French Patents 1961-2002/BOPI 200209
 (c) 2002 INPI. All rts. reserv.

Set	Items	Description
S1	2854	(AUTOMOBILE?? OR VEHICLE?? OR CAR OR CARS OR TRUCK OR TRUCKS OR SEDAN OR SEDANS OR SUV OR SUVS OR MOTORCYCLE??)(10N)(INSURANCE?? OR GUARANT? OR SURETY OR SURETIES OR COVERAGE??)
S2	601196	(RECORD??? OR TRACK??? OR MONITOR??? OR ACQUIR??? OR ACQUISITION? OR EVALUAT???? OR ASSESS????)(S)(LOCATION?? OR LOCAL-E?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR DECELERATION?? OR OPERATION?? OR REAL()TIME() INFORMATION OR PERFORMANCE)
S3	155178	(COST OR COSTS OR CHARGE OR CHARGES OR RATE OR RATES OR PREMIUM OR PREMIUMS OR PRICE OR PRICES OR PRICING OR BILL OR BILLS OR BILLING OR FEE OR FEES)(10N)(INCREMENT OR INCREMENTS OR INCREASE OR INCREASES OR RISE OR RISES OR ADDITION??)
S4	38420	S3(S)(DETERMIN? OR CALCULAT? OR FIGURE?? OR FIGURING OR COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR COMPUTATION?? OR DERIVE?? OR DERIVING OR DERIVAT?)
S5	5908	S3(10N)(FIRST OR INITIAL OR ORIGINAL OR LEADING OR EARLY OR EARLIEST OR PRIMARY)
S6	629	S5(S)(TRANSMIT??? OR TRANSMISS? OR SEND??? OR CONVEY???? - OR FORWARD??? OR SUBMIT???? OR SUBMISSION??)
S7	3	S6(S)(CONTRACT?? OR UNDERWRIT?? OR ENTITY OR ENTITIES OR INSURANCE(2W)(COMPAN??? OR BROKER??))
S8	232336	(ENCRYPT????? OR CODE?? OR CODING OR ENCIPHER??? OR RESTRICT????? OR DECRYPT????? OR DECIPHER?? OR DECOD????)(S)(LOCATION?? OR LOCALE?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR - DECELERATION?? OR OPERATION?? OR REAL()TIME() INFORMATION OR PERFORMANCE)
S9	36084	S8(S)(ACCESS OR KEY OR KEYS OR PASSKEY OR PASSKEYS OR PASSWORD??)
S10	6	S1 AND S2 AND S4
S11	0	S1 AND S2 AND S6
S12	0	S1 AND S6
S13	0	S1 AND S2 AND S3 AND S9
S14	0	S1 AND S2 AND S3 AND S8
S15	1	S1 AND S3 AND S8
S16	2	S1 AND S5
S17	11	S5 AND S9
S18	20	S10 OR S15:S17
S19	20	IDPAT (sorted in duplicate/non-duplicate order)
S20	20	IDPAT (primary/non-duplicate records only)

20/5/1 (Item 1 from file: 350)
 DIALOG(R)File 350:Derwent WPIX

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0018291689 - Drawing available

WPI ACC NO: 2008-M12025/200871

XRPX Acc No: N2008-893073

Insurance claim processing method for e.g. automobile , involves exchanging data automatically with bidder to automatically process title transfer during or after auction, and picking up vehicle by bidder at geographical location

Patent Assignee: AUTOONLINE GMBH INFORMATIONSSYSTEME (AUTO-N)

Inventor: GRUTER R

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update
US 20080255887	A1	20081016	US 2007783499	A	20070410	200871 B

Priority Applications (no., kind, date): US 2007783499 A 20070410

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20080255887	A1	EN	9	3	

Alerting Abstract US A1

NOVELTY - The method involves acquiring information regarding a damaged vehicle and the geographical location of the vehicle. An auction is conducted based on the acquired information regarding the damaged vehicle to sell for a satisfactory bid. The title of the vehicle is transferred directly from the insured owner of the damaged vehicle to the bidder. The status of the title is displayed in a system. Data is automatically exchanged with the bidder to automatically process the title transfer during or after the auction. The vehicle is picked up by the bidder at the geographical location.

DESCRIPTION - An INDEPENDENT CLAIM is also included for a system for processing a vehicle insurance claim.

USE - Method for processing insurance claim for damaged vehicle such as automobile , motorcycle, sailboat and motor boat.

ADVANTAGE - The method enables the winning bidder to accept delivery of the damaged vehicle from the initial storage site, thus avoiding additional costs and storage costs to the insurance company associated with transferring title. The title of the vehicle is not transferred to the insurance company, thus minimizing the fees to the insurance company associated with the title transfer of the vehicle .

DESCRIPTION OF DRAWINGS - The drawing shows a flow chart depicting a method for processing insurance claim for a damaged vehicle .

Title Terms/Index Terms/Additional Words: INSURANCE; CLAIM; PROCESS; METHOD ; AUTOMOBILE; EXCHANGE; DATA; AUTOMATIC; TITLE; TRANSFER; AFTER; AUCTION; PICK; UP; VEHICLE; GEOGRAPHICAL; LOCATE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06Q-0040/00 A I F B 20060101

G06Q-0040/00 C I I B 20060101

US Classification, Current Main: 705-004000

US Classification, Issued: 7054

File Segment: EPI;

DWPI Class: T01; W06
Manual Codes (EPI/S-X): T01-J05A1; T01-J07D3; W06-C09

20/5/2 (Item 2 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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0018089569 - Drawing available
WPI ACC NO: 2008-K09897/200860
XRPX Acc No: N2008-733288
General DVD-P/DVD-R front panel testing device, has crystal oscillator connected to main chip, for offering clock frequency, and indicator light connected to main chip for indicating state
Patent Assignee: SHANGHAI LG ELECTRONICS CO LTD (GLDS)
Inventor: YANG L
Patent Family (1 patents, 1 countries)
Patent Application
Number Kind Date Number Kind Date Update
CN 101231326 A 20080730 CN 200710036843 A 20070125 200860 B

Priority Applications (no., kind, date): CN 200710036843 A 20070125

Patent Details
Number Kind Lan Pg Dwg Filing Notes
CN 101231326 A ZH 9 3

Alerting Abstract CN A
NOVELTY - The device has a power supply, and a main chip connected to the power supply, for controlling, judging and transmitting testing information. A reset key is connected to the main chip, for offering reset signal. A crystal oscillator is connected to the main chip, for offering clock frequency, and a indicator light connected to the main chip for indicating state.

DESCRIPTION - An INDEPENDENT CLAIM is also included for a general DVD-P/DVD-R front panel testing method.

USE - General DVD-P/DVD-R front panel testing device.

ADVANTAGE - The general DVD-P/DVD-R front panel testing device imitates the performance of original testing complete appliance, which saves testing cost, improves universality of the testing device, and increases testing efficiency to a great extent.

DESCRIPTION OF DRAWINGS - The drawing shows a block diagram of a general DVD-P/DVD-R front panel testing device. '(Drawing includes non-English language text)'

Title Terms/Index Terms/Additional Words: GENERAL; P; FRONT; PANEL; TEST; DEVICE; CRYSTAL; OSCILLATOR; CONNECT; MAIN; CHIP; OFFER; CLOCK; FREQUENCY; INDICATE; LIGHT; STATE

Class Codes
International Classification (+ Attributes)
IPC + Level Value Position Status Version
G01R-0031/3167 A I F 20060101
G01R-0031/28 C I 20060101

File Segment: EPI;
DWPI Class: S01; T03; U23; V06

Manual Codes (EPI/S-X): S01-G01; S01-J02A; T03-J03C; T03-M05; U23-R01;
V06-V03B

20/5/3 (Item 3 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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0017729385 - Drawing available
WPI ACC NO: 2008-F49837/200836
XRPX Acc No: N2008-431493
Display system of unexpected contribution amount of motor vehicle insurance, calculates unexpected probability by subtracting plan pure insurance money rate from profit rate
Patent Assignee: HIROXJAPAN CO LTD (HIRO-N); KUMAZAWA N (KUMA-I); HIROKKUSU JAPAN GK (HIRO-N)
Inventor: KUSU H
Patent Family (2 patents, 120 countries)
Patent Application
Number Kind Date Number Kind Date Update
WO 2008047523 A1 20080424 WO 2007JP67904 A 20070914 200836 B
JP 2008123491 A 20080529 JP 2007209916 A 20070810 200843 E

Priority Applications (no., kind, date): JP 2006283304 A 20061018; JP 2007209916 A 20070810

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing	Notes
WO 2008047523	A1	JA	50	7		

National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BH BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM DO DZ EC EE EG ES FI GB GD GE GH GM GT HN HR HU ID IL IN IS KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LY MA MD ME MG MK MN MW MX MY MZ NA NG NI NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SK SL SM SV SY TJ TM TN TR TT TZ UA UG US UZ VN VU ZA ZM ZW

Regional Designated States,Original: AT BE BG BW CH CY CZ DE DK EA EE ES FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MT MW MZ NA NL OA PL PT RO SD SE SI SK SL SZ TR TZ UG ZM ZW

JP 2008123491	A	JA	32			
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Alerting Abstract WO A1

NOVELTY - The system calculates the unexpected probability by subtracting the plan pure insurance money rate from the profit rate. The amount of unexpected contribution in gestation period is calculated using the unexpected probability. The user terminal (30) receives the amount of unexpected contribution information and displays in a display unit (15).

USE - Display system of unexpected contribution amount of motor vehicle insurance.

ADVANTAGE - The cost of display system is reduced since the consciousness of policy holder for safe driving of motor vehicle is improved.

DESCRIPTION OF DRAWINGS - The drawing shows a block diagram of the display system. (Drawing includes non-English language text)

- 11 Arithmetic unit
- 12 Input unit
- 13 Memory unit
- 15 Display unit
- 30 User terminal

Title Terms/Index Terms/Additional Words: DISPLAY; SYSTEM; UNEXPECTED;
CONTRIBUTE; AMOUNT; MOTOR; VEHICLE; INSURANCE; CALCULATE; PROBABILITY;
SUBTRACT; PLAN; PURE; MONEY; RATE; PROFIT

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06Q-0010/00	A	I	L	B	20060101
G06Q-0040/00	A	I	F	B	20060101
G06Q-0050/00	A	I	L	B	20060101
G06Q-0010/00	C	I	L	B	20060101
G06Q-0040/00	C	I	F	B	20060101
G06Q-0050/00	C	I	L	B	20060101

File Segment: EPI;

DWPI Class: T01; X22

Manual Codes (EPI/S-X): T01-J04D; T01-J05A1; T01-J05A2A; T01-J07D1; X22-E

20/5/4 (Item 4 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0017678734 - Drawing available

WPI ACC NO: 2008-E99180/200834

XRPX Acc No: N2008-392724

Configuration method for e.g. people meter involves placing in sleep mode a
cabled or non-cable PM to be shipped to a location associated with the
audience measurement data received by audience data collection company

Patent Assignee: NIELSEN CO (NIEL-N)

Inventor: NIELSEN C V; RAMASWAMY A; STOKES R J; WRIGHT D H

Patent Family (2 patents, 119 countries)

Patent		Application				
Number	Kind	Date	Number	Kind	Date	Update
WO 2007136742	A2	20071129	WO 2007US11894	A	20070518	200834 B
WO 2007136742	A3	20080724				200851 E

Priority Applications (no., kind, date): US 2006801336 P 20060518

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing	Notes
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WO 2007136742	A2	EN	46	9		
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National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BH BR
BW BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE EG ES FI GB GD GE GH GM
GT HN HR HU ID IL IN IS JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LY
MA MD ME MG MK MN MW MX MY MZ NA NG NI NO NZ OM PG PH PL PT RO RS RU SC
SD SE SG SK SL SM SV SY TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Regional Designated States,Original: AT BE BG BW CH CY CZ DE DK EA EE ES
FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MT MW MZ NA NL OA PL PT
RO SD SE SI SK SL SZ TR TZ UG ZM ZW

WO 2007136742	A3	EN
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National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BH BR
BW BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE EG ES FI GB GD GE GH GM
GT HN HR HU ID IL IN IS JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LY
MA MD ME MG MK MN MW MX MY MZ NA NG NI NO NZ OM PG PH PL PT RO RS RU SC
SD SE SG SK SL SM SV SY TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Regional Designated States,Original: AT BE BG BW CH CY CZ DE DK EA EE ES

FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MT MW MZ NA NL OA PL PT
RO SD SE SI SK SL SZ TR TZ UG ZM ZW

Alerting Abstract WO A2

NOVELTY - An audience meter e.g. people meter (PM) (364) is configured based on the audience measurement data received by audience data collection company. The data comprises name, age, occupation, gender, or indication of technical competence. A cabled or a non-cabled meter type is selected. The selected meter is placed in a sleep mode. It is shipped to a location associated with the audience measurement data. An audience meter connector is also shipped along with the cabled audience meter. A shipped meter recipient e.g. panelist installing the meters is referred to as a cooperator.

DESCRIPTION - The audience measurement data also includes tuning information, program identification codes, program signatures, geographic location information, program identification information, and/or audience member composition data. INDEPENDENT CLAIMS are also included for

- 1.audience meter installation method;
- 2.audience-installed audience meter;
- 3.mailable meter;
- 4.audience meter-configuring instruction storage article of manufacture;
- 5.audience meter-installing instruction storage article of manufacture

USE - For configuring a content meter, a people meter (PM) or a portable PM that collects audience measurement data.

ADVANTAGE - The method enables selected panelists or cooperators to install, configure, and use the PM without assistance from field service personnel. This enables the audience data collection company to redirect resources. These resources would otherwise be spent on hiring and maintaining a fleet of field service representatives. This results in realizing additional cost savings. There are lower demands for fleet vehicles, fuel costs, and associated insurance costs. The method well suits particular demographic groups. The cooperators having greater technological comfort easily install the cabled meters. The non-cabled meters do not require a physical connection to any home entertainment device. Installation skills beyond plugging the meter into an electrical outlet for power are not required. This is suited for elderly cooperators having less exposure to audio/visual technology than other groups of cooperators.

DESCRIPTION OF DRAWINGS - The drawing shows a block diagram of the people meter.

364 People meter

Title Terms/Index Terms/Additional Words: CONFIGURATION; METHOD; PEOPLE;
METER; PLACE; SLEEP; MODE; CABLE; NON; PM; SHIPPING; LOCATE; ASSOCIATE;
AUDIENCE; MEASURE; DATA; RECEIVE; COLLECT; COMPANY

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H04N-0007/03 A I F B 20060101

H04N-0007/16 A I F B 20060101
H04N-0007/03 C I F B 20060101
H04N-0007/16 C I F B 20060101

File Segment: EPI;

DWPI Class: T01; T07; W01; W02; W03

Manual Codes (EPI/S-X): T01-J05A2H; T01-J07A; T01-S03; T07-A; W01-A07H;
W02-D08; W02-F04B; W03-G03H

20/5/5 (Item 5 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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0017295479 - Drawing available

WPI ACC NO: 2008-B15921/200807

XRPX Acc No: N2008-090929

Data converting system used for calculating shipment rate into executable code has application that utilizes parsed data to generate executable code which can be executed without accessing source file

Patent Assignee: UNITED PARCEL SERVICE AMERICA (UNPA-N)

Inventor: SKAISTIS J B

Patent Family (3 patents, 120 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update
WO 2008005581	A2	20080110	WO 2007US15731	A	20070709	200807 B
US 20080127139	A1	20080529	US 2006819223	P	20060707	200837 E
			US 2007827062	A	20070709	
WO 2008005581	A3	20081113				200877 E

Priority Applications (no., kind, date): US 2006819223 P 20060707; US 2007827062 A 20070709

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
WO 2008005581	A2	EN	41	8	

National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BH BR
BW BY BZ CA CH CN CO CR CU CZ DE DK DM DO DZ EC EE EG ES FI GB GD GE GH
GM GT HN HR HU ID IL IN IS JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU
LY MA MD ME MG MK MN MW MX MY MZ NA NG NI NO NZ OM PG PH PL PT RO RS RU
SC SD SE SG SK SL SM SV SY TJ TM TN TR TT TZ UA UG UZ VC VN ZA ZM ZW

Regional Designated States,Original: AT BE BG BW CH CY CZ DE DK EA EE ES
FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MT MW MZ NA NL OA PL PT
RO SD SE SI SK SL SZ TR TZ UG ZM ZW

US 20080127139 A1 EN Related to Provisional US 2006819223
WO 2008005581 A3 EN

National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BH BR
BW BY BZ CA CH CN CO CR CU CZ DE DK DM DO DZ EC EE EG ES FI GB GD GE GH
GM GT HN HR HU ID IL IN IS JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU
LY MA MD ME MG MK MN MW MX MY MZ NA NG NI NO NZ OM PG PH PL PT RO RS RU
SC SD SE SG SK SL SM SV SY TJ TM TN TR TT TZ UA UG UZ VC VN ZA ZM ZW

Regional Designated States,Original: AT BE BG BW CH CY CZ DE DK EA EE ES
FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MT MW MZ NA NL OA PL PT
RO SD SE SI SK SL SZ TR TZ UG ZM ZW

Alerting Abstract WO A2

NOVELTY - One or more applications scan data from one source file and

parse the scanned data in accordance with a template. The parsed data is utilized to generate an executable code which can be executed without accessing the source file to receive one or more parameters related to a shipment and provide data for the shipment.

DESCRIPTION - INDEPENDENT CLAIMS are included for the following:

- 1.a data retrieving system;
- 2.a data converting method;
- 3.a data retrieving method; and
- 4.a data securing method.

USE - Used for calculating shipment rate into executable code used by e.g. shipping department of business or corporation, retail shipping facility.

ADVANTAGE - Improves look-up performance by compiling data into executable code. Enables secure upgrading or changing of needed information without affecting performance of system while preventing end-users and third-parties from having ability to change data.

DESCRIPTION OF DRAWINGS - The figure shows the block diagram of a chart compiler, a user component and a chart assembly.

Title Terms/Index Terms/Additional Words: DATA; CONVERT; SYSTEM; CALCULATE; SHIPPING; RATE; EXECUTE; CODE; APPLY; UTILISE; GENERATE; CAN; ACCESS; SOURCE; FILE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06F-0017/00 A I F B 20060101

G06F-0017/30 A I L B 20060101

G06F-0021/00 A I L B 20060101

G06F-0009/45 A I F B 20060101

G06F S 20060101

G06F-0017/00 C I B 20060101

G06F-0017/30 C I L B 20060101

G06F-0021/00 C I L B 20060101

G06F-0009/45 C I F B 20060101

US Classification, Current Main: 717-143000; Secondary: 707-001000, 726-027000

US Classification, Issued: 717143, 7071, 72627

File Segment: EPI;

DWPI Class: T01

Manual Codes (EPI/S-X): T01-J05A2B

20/5/6 (Item 6 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0017237847 - Drawing available

WPI ACC NO: 2008-A58278/200804

XRPX Acc No: N2008-045117

Real estate financing method for e.g. bank, involves amending contract based on transaction for providing funds to increase interest rate different from preset interest rate and to increase principal amount, based on transaction

Patent Assignee: BRASCH W (BRAS-I)

Inventor: BRASCH W

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update
US 20070282737	A1	20071206	US 2006804034	P	20060606	200804 B
			US 2006823786	P	20060829	
			US 2007757755	A	20070604	

Priority Applications (no., kind, date): US 2006804034 P 20060606; US 2006823786 P 20060829; US 2007757755 A 20070604

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20070282737	A1	EN	16	1	Related to Provisional US 2006804034 Related to Provisional US 2006823786

Alerting Abstract US A1

NOVELTY - The method involves maintaining a real estate financing contract with a borrower. A request is received by the borrower to assume responsibility to pay a financial obligation. A transaction is engaged for providing funds by paying the financial obligation on behalf of the borrower. The contract is amended during a contract term to account for providing the funds to increase an interest rate different from a preset interest rate and to increase a principal amount, based on the transaction of the funds. Interest payments are received from the borrower pursuant to the amended contract.

USE - Used for financing a real estate in a loan origination site e.g. bank, real estate finance center and real estate sales office. Can also be utilized for making an insurance policy, an insurance policy product, consumer goods, a property tax, a vehicle, a household obligation and a credit card debt.

ADVANTAGE - The method allows the borrower to pay the interest on mortgages which are tax deductible, thus providing a significant financial benefit. The method allows the borrower to flexibly and easily access the funds for making the transactions.

DESCRIPTION OF DRAWINGS - The drawing shows a flowchart of a method for financing a real estate.

Title Terms/Index Terms/Additional Words: REAL; ESTATE; METHOD; BANK; AMEND ; CONTRACT; BASED; TRANSACTION; FUND; INCREASE; INTEREST; RATE; PRESET; PRINCIPAL; AMOUNT

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06Q-0040/00 A I F B 20060101

G06Q-0040/00 C I F B 20060101

US Classification, Current Main: 705-038000

US Classification, Issued: 70538.0

File Segment: EPI;

DWPI Class: T01
Manual Codes (EPI/S-X): T01-J05A1; T01-J05A3; T01-J07D1

20/5/7 (Item 7 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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0016663478 - Drawing available
WPI ACC NO: 2007-378562/200736
XRAM Acc No: C2007-137117
XRPX Acc No: N2007-282611
Test method for detecting deviations of geo-objects to determine vehicle positions, involves sending vehicle position data within assigned controlled area from position determining unit to management unit to determine vehicle position
Patent Assignee: SIEMENS AG (SIEI)
Inventor: PETROCI J
Patent Family (6 patents, 114 countries)
Patent Application

Number	Kind	Date	Number	Kind	Date	Update
DE 102005041068	A1	20070301	DE 102005041068	A	20050830	200736 B
WO 2007025826	A1	20070308	WO 2006EP64901	A	20060801	200736 E
DE 102005041068	B4	20070606	DE 102005041068	A	20050830	200737 E
EP 1920411	A1	20080514	EP 2006778102	A	20060801	200833 E
			WO 2006EP64901	A	20060801	
AU 2006286682	A1	20070308	AU 2006286682	A	20060801	200857 E
KR 2008039513	A	20080507	WO 2006EP64901	A	20060801	200869 E
			KR 2008707194	A	20080325	

Priority Applications (no., kind, date): DE 102005041068 A 20050830

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
DE 102005041068	A1	DE	6	2	
WO 2007025826	A1	DE			

National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BR BW
BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE EG ES FI GB GD GE GH GM HN
HR HU ID IL IN IS JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA
MD MG MK MN MW MX MZ NA NG NI NO NZ OM PG PH PL PT RO RS RU SC SD SE SG
SK SL SM SY TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW
Regional Designated States,Original: AT BE BG BW CH CY CZ DE DK EA EE ES
FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MW MZ NA NL OA PL PT RO
SD SE SI SK SL SZ TR TZ UG ZM ZW
EP 1920411 A1 DE PCT Application WO 2006EP64901
Based on OPI patent WO 2007025826
Regional Designated States,Original: AT BE BG CH CY CZ DE DK EE ES FI FR
GB GR HU IE IS IT LI LT LU LV MC NL PL PT RO SE SI SK TR
AU 2006286682 A1 EN Based on OPI patent WO 2007025826
KR 2008039513 A KO PCT Application WO 2006EP64901
Based on OPI patent WO 2007025826

Alerting Abstract DE A1

NOVELTY - The method involves setting a controlled area (K) within the electronic image of a road network, and assigning the coverage (E) in extended spatial manner within the set controlled area. A position determining unit sends vehicle position data (PK) within the controlled

area to a management unit to determine vehicle position (PE) within the controlled area and outside the assigned coverage in the electronic image of the road network. The position determining unit uses signals from a satellite navigation system to determine vehicle position.

USE - For detecting deviations of geo-objects to determine vehicle positions.

ADVANTAGE - Ensures optimum collection of data and improved vehicle control without increase in amount of data used in determining vehicle positions. Determines vehicle positions within a controlled area without additional data processing cost .

DESCRIPTION OF DRAWINGS - The figure shows the coverage of a controlled area where vehicle position is determined using the test method.

E Coverage

K Controlled area

P Position data

PE Vehicle position

PK Vehicle position data

Title Terms/Index Terms/Additional Words: TEST; METHOD; DETECT; DEVIATE;
GEO; OBJECT; DETERMINE; VEHICLE; POSITION; SEND; DATA; ASSIGN; CONTROL;
AREA; UNIT; MANAGEMENT

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G07B-0015/00 A I F 20060101

G07B-0015/00 A I F B 20060101

G07B-0015/00 C I 20060101

G07B-0015/00 C I B 20060101

G07B-0015/00 C I F B 20060101

ECLA: G07B-015/00

File Segment: CPI; EPI

DWPI Class: A88; S02; T01; T07; W06; X22

Manual Codes (EPI/S-X): S02-B08G; T01-J07D3A; T07-A05B; T07-A05C; W06-A03A;
X22-E06

Manual Codes (CPI/A-M): A12-E; A12-T04C

20/5/8 (Item 8 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0015946395 - Drawing available

WPI ACC NO: 2006-478061/200649

XRPX Acc No: N2006-388654

Filter for use in e.g. time division synchronous code division multiple access, has interpolation filter connected in series with digital filter, where coefficients of digital filter are adjusted

Patent Assignee: ANALOG DEVICES INC (ANLG)

Inventor: SHABRA A; YAN A

Patent Family (4 patents, 110 countries)

Patent Application

Number	Kind	Date	Number	Kind	Date	Update
US 20060083297	A1	20060420	US 2004618430	P	20041013	200649 B

				US 2005249930	A	20051013	
WO 2006044607	A1	20060427	WO 2005US36946	A	20051013	200649	E
CN 101040437	A	20070919	CN 200580034891	A	20051013	200810	E
			WO 2005US36946	A	20051013		
JP 2008516560	W	20080515	WO 2005US36946	A	20051013	200833	E
			JP 2007536922	A	20051013		

Priority Applications (no., kind, date): US 2004618430 P 20041013; US 2005249930 A 20051013

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20060083297	A1	EN	11	9	Related to Provisional US 2004618430
WO 2006044607	A1	EN			

National Designated States, Original: AE AG AL AM AT AU AZ BA BB BG BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE EG ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KM KP KR KZ LC LK LR LS LT LU LV LY MA MD MG MK MN MW MX MZ NA NG NI NO NZ OM PG PH PL PT RO RU SC SD SE SG SK SL SM SY TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

Regional Designated States, Original: AT BE BG BW CH CY CZ DE DK EA EE ES FI FR GB GH GM GR HU IE IS IT KE LS LT LU LV MC MW MZ NA NL OA PL PT RO SD SE SI SK SL SZ TR TZ UG ZM ZW

CN 101040437	A	ZH			PCT Application WO 2005US36946
					Based on OPI patent WO 2006044607
JP 2008516560	W	JA	18		PCT Application WO 2005US36946
					Based on OPI patent WO 2006044607

Alerting Abstract US A1

NOVELTY - The filter has an interpolation filter (108) connected in series with a digital filter (106), where coefficients of the digital filter are adjusted. The digital filter and the interpolation filter are implemented on separate integrated circuit chips. The digital filter communicates with the interpolation filter at a lowest sampling rate which is an integer multiple of a symbol or chip rate.

DESCRIPTION - An INDEPENDENT CLAIM is also included for a method for filtering a signal.

USE - Used for pulse shaping in receiver or transmitter of a wireless communication system e.g. wideband code division multiple access (WCDMA), time division synchronous code division multiple access (TDSCDMA), code division multiple access (CDMA), IS, PDC and PHS.

ADVANTAGE - The coefficients of the digital filter are adjusted, thus compensating for unwanted and undesired distortion across entire receiver or transmitter chain, and hence optimizing overall performance of the entire filter chain, and making design of simple decimation or interpolation filters much easier, while making design of preceding filters much easier.

DESCRIPTION OF DRAWINGS - The drawing shows a block representation of a wideband code division multiple access (WCDMA) receiver chain.

- 100 Analog low pass filter
- 102 Analog-to-digital converter (ADC)
- 104 Decimation filter
- 106 Digital filter
- 108 Interpolation filter

Title Terms/Index Terms/Additional Words: FILTER; TIME; DIVIDE; SYNCHRONOUS ; CODE; MULTIPLE; ACCESS; INTERPOLATION; CONNECT; SERIES; DIGITAL; COEFFICIENT; ADJUST

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H03H-0017/00 A I F B 20060101
H03H-0017/02 A I L B 20060101
H03H-0017/06 A I F B 20060101
H03H-0017/06 A I F 20060101
H03K-0005/159 A I F B 20060101
H03H-0017/00 C I F B 20060101
H03H-0017/02 C I L B 20060101
H03H-0017/06 C I 20060101
H03K-0005/159 C I L B 20060101

ECLA: H03H-017/06C, H04L-025/03E1

US Classification, Current Main: 375-232000

US Classification, Issued: 375232

File Segment: EPI;

DWPI Class: W01; W02

Manual Codes (EPI/S-X): W01-B05A1A; W02-C03C; W02-G03A1; W02-G03K6;

W02-K05A7; W02-K05B3

20/5/9 (Item 9 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0015546707

WPI ACC NO: 2006-110861/200612

XPFX Acc No: N2006-096052

Inputting method of three keys and two strokes

Patent Assignee: CHEN J (CHEN-I)

Inventor: CHEN J

Patent Family (1 patents, 1 countries)

Patent Application

Number	Kind	Date	Number	Kind	Date	Update
CN 1661528	A	20050831	CN 200410015471	A	20040227	200612 B

Priority Applications (no., kind, date): CN 200410015471 A 20040227

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing	Notes
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CN 1661528	A	ZH	0			
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CN A

NOVELTY - The three- key two-stroke input method is a computer Chinese character input method. It is a Chinese character input method which is extensively applicable to computer, etc. containing digital terminal for Chinese character input. Said invention is an improvement on four- key input mode of two-stroke input method, and adopts the mode of 'three- key +complement' so as to make 97% of Chinese characters be input only by using three keys under the condition of containing code -breaking key when the single word is input. Compared with original four- key two-stroke input method it does not increase duplication code rate, and can raise input speed.

Title Terms/Index Terms/Additional Words: INPUT; METHOD; THREE; KEY; TWO;

STROKE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06F-0003/023 A I R 20060101

G06F-0003/023 C I R 20060101

File Segment: EPI;

DWPI Class: T01; T04; U21

Manual Codes (EPI/S-X): T01-C02A; T04-F01A5; U21-A05D1

20/5/10 (Item 10 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0014924338 - Drawing available

WPI ACC NO: 2005-272038/200528

XPX Acc No: N2005-223454

Calculation method for automobile insurance, involves deriving cost increment by evaluating vehicle location information and pricing database

Patent Assignee: KENDRICK R B (KEND-I)

Inventor: KENDRICK R B

Patent Family (1 patents, 1 countries)

Patent Application

Number	Kind	Date	Number	Kind	Date	Update	B
US 20050071202	A1	20050331	US 2003674929	A	20030930	200528	B

Priority Applications (no., kind, date): US 2003674929 A 20030930

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20050071202	A1	EN	8	2	

Alerting Abstract US A1

NOVELTY - The calculation method involves deriving a cost increment by evaluating a vehicle location information and a pricing database. The derived cost increment is transmitted to a contracting company. The cost increment consists of monetary information. The vehicle location information is derived with a location system.

USE - Use for calculating automobile insurance.

ADVANTAGE - Enables determining incremental vehicle insurance cost by using real time information concerning various factors on the operation and location of the motor vehicle. Assists the operator in modifying driving habits, if needed, to potentially reduce the overall insurance cost associated with operating the vehicle. Enables insurance companies to even more accurately gauge the risk associated with the operation of the vehicles that they are insuring so that insurance premiums assessed to operators of motor vehicles can even more accurately reflect the level of risk associated with the operation of each vehicle.

DESCRIPTION OF DRAWINGS - The figure shows the block diagram representing the components of the computation device.

18 Computation device

Title Terms/Index Terms/Additional Words: CALCULATE; METHOD; AUTOMOBILE;

INSURANCE; DERIVATIVE; COST; INCREMENT; EVALUATE; VEHICLE; LOCATE;
INFORMATION; PRICE; DATABASE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G06Q-0040/00 A I R 20060101

G06Q-0040/00 C I R 20060101

ECLA: G06Q-040/00D

US Classification, Current Main: 705-004000

US Classification, Issued: 7054

File Segment: EPI;

DWPI Class: S02; T01; T05; W01; W02; W06; X22

Manual Codes (EPI/S-X): S02-B08C; T01-D01; T01-J05A2E; T01-J05B4P;

T01-J07D3A; T01-N01A1; T01-N01A2E; T01-N01A2F; T01-N01A2J; T01-N01D;

T01-N02B1B; T05-L02; W01-C05B5C; W02-C03C1; W06-A03A5E; X22-E06B; X22-X

20/5/11 (Item 11 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0014837367 - Drawing available

WPI ACC NO: 2005-185067/200520

XPX Acc No: N2005-154310

Passive optical network e.g. code division multiple access passive optical network, includes central office which decodes signal from each optical network unit and provides error count of error correction code to optical network unit

Patent Assignee: HWANG S (HWAN-I); KIM H (KIMH-I); SAMSUNG ELECTRONICS CO LTD (SMSU)

Inventor: HWANG S; HWANG S T; KIM H; KIN K; HWANG S E; KIM H E C

Patent Family (5 patents, 36 countries)

Patent Application

Number	Kind	Date	Number	Kind	Date	Update
EP 1508989	A2	20050223	EP 20048625	A	20040408	200520 B
JP 2005073247	A	20050317	JP 2004236622	A	20040816	200520 E
US 20050041972	A1	20050224	US 2004779446	A	20040213	200520 E
KR 2005020251	A	20050304	KR 200358024	A	20030821	200548 E
EP 1508989	A3	20080109				200805 E

Priority Applications (no., kind, date): KR 200358024 A 20030821

Patent Details

Number Kind Lan Pg Dwg Filing Notes

EP 1508989 A2 EN 12 5

Regional Designated States,Original: AL AT BE BG CH CY CZ DE DK EE ES FI

FR GB GR HR HU IE IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR

JP 2005073247 A JA 14

EP 1508989 A3 EN

Regional Designated States,Original: AL AT BE BG CH CY CZ DE DK EE ES FI

FR GB GR HR HU IE IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR

Alerting Abstract EP A2

NOVELTY - The passive optical network includes several optical network units (100) each is configured to use error correction code with transmitted signals and control frequencies of the signals. The central

office (200) configured to decode the signals from optical network unit, and provides error counts of the error correction code to optical network units.

DESCRIPTION - An INDEPENDENT CLAIM is also included for optical network unit for use in passive optical network.

USE - E.g. code division multiple access (CDMA) passive optical network (PON), ethernet PON, time DMA (TDMA) PON, wavelength DAM (WDMA) PON, asynchronous transmission multiplexing (ATM) PON.

ADVANTAGE - Reduces the optical beat interference noise by controlling frequencies of optical signals. Improves transmission speed of optical network units in passive optical communication network. Increases number of subscribers, and achieves reduction in cost of initial construction and extensibility.

DESCRIPTION OF DRAWINGS - The figure shows the code division multiple access (CDMA) passive optical network.

100 optical network unit
200 central office
3001,3002 optical couplers
306 downstream light source
307 photoelectric converter

Title Terms/Index Terms/Additional Words: PASSIVE; OPTICAL; NETWORK; CODE; DIVIDE; MULTIPLE; ACCESS; CENTRAL; OFFICE; DECODE; SIGNAL; UNIT; ERROR; COUNT; CORRECT

Class Codes

International Classification (Main): H04B-010/12

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H04B-0010/02	A	I	L	R	20060101
H04B-0010/12	A	I	F	B	20060101
H04B-0010/18	A	I	L	R	20060101
H04B-0010/20	A	I	L	R	20060101
H04B-0010/207	A	I		R	20060101
H04J-0014/00	A	I	L	R	20060101
H04J-0014/02	A	I		R	20060101
H04J-0014/04	A	I	L	R	20060101
H04J-0014/06	A	I	L	R	20060101
H04L-0001/00	A	I	F	B	20060101
H04L-0001/00	A	I		R	20060101
H04L-0012/44	A	I	L	R	20060101
H04B-0010/02	C	I	L	R	20060101
H04B-0010/12	C	I	F	B	20060101
H04B-0010/18	C	I	L	R	20060101
H04B-0010/20	C	I	L	R	20060101
H04B-0010/207	C	I		R	20060101
H04J-0014/00	C	I	L	R	20060101
H04J-0014/02	C	I		R	20060101
H04J-0014/04	C	I	L	R	20060101
H04J-0014/06	C	I	L	R	20060101
H04L-0001/00	C	I	F	B	20060101
H04L-0001/00	C	I		R	20060101
H04L-0012/44	C	I	L	R	20060101

ECLA: H04B-010/207H, H04J-014/02, H04L-001/00A, H04L-001/00A9B, H04L-001/00B5

ICO: T04L-001:00B7B, T04L-001:00B7K3

US Classification, Current Main: 398-078000

US Classification, Issued: 39878

File Segment: EPI;

DWPI Class: W02

Manual Codes (EPI/S-X): W02-C04B4B; W02-K05A7; W02-K05B1

20/5/12 (Item 12 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0013634618

WPI ACC NO: 2003-730328/200369

Related WPI Acc No: 2008-D52123

XRPX Acc No: N2003-583728

Locus investigation system for vehicle insurance claim adjusters, has database of digitized photographs of road and street intersections that are retrievable through search queries having geographical address information

Patent Assignee: LOGAN A J (LOGA-I)

Inventor: LOGAN A J

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update
US 20030125991	A1	20030703	US 2001344987	P	20011231	200369 B
			US 2002328783	A	20021224	

Priority Applications (no., kind, date): US 2001344987 P 20011231; US 2002328783 A 20021224

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20030125991	A1	EN	9	0	Related to Provisional US 2001344987

Alerting Abstract US A1

NOVELTY - The system has a database of digitized photographs of road and street intersections, where informations stored in the database are retrievable through search queries having geographical address information. The information in the database also includes voicing a message for recording by a digital camera containing locus identification information.

DESCRIPTION - An INDEPENDENT CLAIM is also included for a method for developing a database of digitized photographs of roadway locations.

USE - Used for motor vehicles insurance claims adjusters.

ADVANTAGE - The system greatly enhances the ability of individual adjusters to prompt assessment of motor vehicle accident responsibility, thereby enabling insurers to reduce adjusting costs, minimize claim loses and increases staff productivity. The system provides an inexpensive and immediately available source of pictorial information regarding automobile accident sites including street intersections. The system enables significantly faster determination of responsibility by claims adjusters, thereby eliminating vehicle storage charges, unnecessary medical treatment and vehicle rental expense.

Title Terms/Index Terms/Additional Words: LOCUS; INVESTIGATE; SYSTEM; VEHICLE; INSURANCE; CLAIM; ADJUST; DATABASE; DIGITAL; PHOTOGRAPH; ROAD; STREET; INTERSECT; RETRIEVAL; THROUGH; SEARCH; QUERY; GEOGRAPHICAL; ADDRESS; INFORMATION

Class Codes

International Classification (Main): G06F-017/60
(Additional/Secondary): G06F-017/00, G06F-007/00
ECLA: G06Q-010/00F
US Classification, Current Main: 705-004000; Secondary: 707-104100
US Classification, Issued: 707104.1, 7054

File Segment: EPI;

DWPI Class: T01

Manual Codes (EPI/S-X): T01-J05A2E; T01-J05B; T01-N01A

20/5/13 (Item 13 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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0013344797 - Drawing available
WPI ACC NO: 2003-432539/200341
XRPX Acc No: N2003-345291
Interactive transaction procedures for sale of real estate using the Internet, includes inviting potential purchaser to make an offer, it operates in real-time, with circular reiterated series of irrevocable proposals of purchase
Patent Assignee: DALMAZIA TRIESTE SPA (DALM-N); ENEL REAL ESTATE (ENEL-N); SEI SPA (SEIS-N)
Inventor: GALASSO F
Patent Family (2 patents, 30 countries)
Patent

Number	Kind	Date	Application Number	Kind	Date	Update
EP 1310899	A2	20030514	EP 2002425478	A	20020724	200341 B
IT 1333657	B	20060509	IT 2001RM454	A	20010726	200638 E

Priority Applications (no., kind, date): IT 2001RM454 A 20010726

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing	Notes
EP 1310899	A2	EN	10	2		

Regional Designated States,Original: AL AT BE BG CH CY CZ DE DK EE ES FI
FR GB GR IE IT LI LT LU LV MC MK NL PT RO SE SI SK TR

Alerting Abstract EP A2

NOVELTY - A method of presentation and performance of offer and sale procedures for real estate, by using telematic means and by inviting the potential purchaser to make an offer, it operates in real-time, with a circular reiterated series of irrevocable proposals of purchase made by the interested purchasers.

DESCRIPTION - The method comprising the following steps:

- I - a preliminary enabling or qualification step for the potential purchaser or proponent, effected through:
 - i - a payment of an enrollment fee;
 - ii - the assignment to the proponent of a pseudonym or user's identification, and of a related secret identification code ;
 - iii - the acceptance of at least one first irrevocable proposal of purchase, prepared in written form, but anticipated using telematic means, and bearing the original signature of the proponent, the said irrevocable

proposal being transmitted by registered letter with advice of delivery or any other equivalent manner, provided a technical means is available in the latter case to prove the receipt by the addressee;

II - the performance of new offers, effected by the proponent through the use of telematic means, based on:

i - a check of the classification during the whole period of offering - which has a predetermined duration-, by a direct real-time evaluation of the market trend,

ii - the communication that his offer has been exceeded and that the price of his offer should be adapted,

iii - the effective insertion of a new offer, making use of his user's identification and the related secret code ,

iii.a this offer being less than an upper limit, which is indicated in the previously sent irrevocable proposal, or

iii - b being above this upper limit, in which case the proponent must use a new irrevocable proposal of purchase with original signature, and a new irrevocable proposal of purchase at a higher price will in any case imply the refusal, by the seller, of all proposals with a lower price, except - in order to constitute a reserve - the proposal that at the end of the offer procedure will be the economically most advantageous one among these latter proposals, but which is less than the price of the absolutely highest proposal;

III - the closing of the market, subject to a previous unlimited postponement through a possible extension, followed by:

i - the publication of the classifications;

ii - the immediate refund of the enrollment fee to the entitled persons;

iii - the transmission of the acceptance of the proposal to the person who is classed first , subject to a previous payment of an additional fee as a penitential caution-money, and

iv - in case the person who is classed first exercises his right of withdrawal, the transmission of the acceptance to the person who is classed second, his offer being then considered sufficient to exceed that of the person who is classed third

USE - Interactive transaction procedures for the sale of real estate using telematic systems such as the Internet or call-centers

ADVANTAGE - Provides a method of carrying out the offer and sale procedures for real estate, using telematic means, by inviting the purchaser to make an offer, where the method guarantees absolute fairness and allowing an immediate access - to the negotiation - of a potential purchaser having at his disposal only a minimum amount of currency. Also the reliability and the authenticity of the sale documentation;

the quality and the reliability of the information, allowing to filtrate the requests and to focus on the clients that are really interested;

a mechanism for arranging new visits on request, which optimizes the use of the resources, insuring at the same time a high quality for the service that is offered;

a local marketing plan that reduces the cost of contacting the clients, and increases the number of useful contacts;

the optimization of the use of the resources, through a centralization of the management of the visits' schedule;

a continuous assistance made possible by the use of call centers, in order to illustrate the procedure and clarify possible procedural doubts;

the simultaneous use of call centers, and of the world wide web, increases the convenience of this kind of service for the client, since the latter may choose the most suitable means;

a mechanism of raising, that involves and focuses the attention of the potential purchaser, thereby permitting to reach the real price,

the certainty about the time required for the procedure.

DESCRIPTION OF DRAWINGS - The drawing shows a flow block diagram illustrating the steps followed by a particular procedure in a series of procedures that allow transactions relating to the interactive sale of real estate.

Title Terms/Index Terms/Additional Words: INTERACT; TRANSACTION; PROCEDURE; SALE; REAL; ESTATE; POTENTIAL; PURCHASE; OFFER; OPERATE; TIME; CIRCULAR; SERIES

Class Codes

International Classification (Main): G06F
International Classification (+ Attributes)
IPC + Level Value Position Status Version
G06Q-0030/00 A I R 20060101
G06Q-0030/00 C I R 20060101
ECLA: G06Q-030/00A

File Segment: EPI;

DWPI Class: T01; T05; W01

Manual Codes (EPI/S-X): T01-N01A1; T01-N01A2A; T01-N01A2F; T01-N02B1B;
T05-L01D; T05-L01X; T05-L02; W01-A05B; W01-C02G3; W01-C05B3

20/5/14 (Item 14 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0013275724 - Drawing available

WPI ACC NO: 2003-361807/200334

XXPX Acc No: N2003-288886

Mobile enforcement system for vehicle, stores traffic violation information and image respectively outputs from radar and video cameras which are co-mounted and co-aimed on area within specific range

Patent Assignee: BAKEWELL C A (BAKE-I)

Inventor: BAKEWELL C A

Patent Family (2 patents, 1 countries)

Patent			Application		
Number	Kind	Date	Number	Kind	Date
US 20020186297	A1	20021212	US 2001295887	P	20010605
			US 2002161942	A	20020604
US 6894717	B2	20050517	US 2002161942	A	20020604

Priority Applications (no., kind, date): US 2001295887 P 20010605; US 2002161942 A 20020604

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
US 20020186297	A1	EN	22	16	Related to Provisional US 2001295887

Alerting Abstract US A1

NOVELTY - A detection/imaging system (D/IS) includes a radar and video cameras for photographing the vehicle and driver, and a number plate, respectively, which are co-mounted and co-aimed on an area 7ft high and 7ft wide within a distance of 150ft. A computer stores the traffic violation information and image output from the D/IS. A monitor monitors and displays

the stored image for preset time unless superceded by following violation image.

DESCRIPTION - An INDEPENDENT CLAIM is included for traffic and vehicle monitoring method.

USE - Mobile enforcement system for vehicle e.g. van.

ADVANTAGE - Provides inexpensive system with which evidence information for traffic violation are efficiently obtained for use in court proceedings in case related to traffic, and thereby reducing load on police officer and saving court timings.

DESCRIPTION OF DRAWINGS - The figure shows the mobile enforcement system.

Title Terms/Index Terms/Additional Words: MOBILE; SYSTEM; VEHICLE; STORAGE; TRAFFIC; VIOLATION; INFORMATION; IMAGE; RESPECTIVE; OUTPUT; RADAR; VIDEO; CAMERA; CO; MOUNT; AIM; AREA; SPECIFIC; RANGE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

G08G-0001/017 A I R 20060101

G08G-0001/054 A I R 20060101

H04N-0007/18 A I R 20060101

G08G-0001/017 C I R 20060101

G08G-0001/052 C I R 20060101

H04N-0007/18 C I R 20060101

ECLA: G08G-001/017A, G08G-001/054, H04N-007/18

US Classification, Current Main: 348-118000, 348-149000; Secondary:

340-937000, 348-143000, 348-E07085

US Classification, Issued: 348118, 348149, 348143, 340937

File Segment: EPI;

DWPI Class: T01; T04; T07; W02; W04; W06

Manual Codes (EPI/S-X): T01-J07A; T01-J10E; T01-J10G; T04-D04; T07-A03C5A;

W02-F01A5; W04-M01G7; W06-A04H7

20/5/15 (Item 15 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0013181953 - Drawing available

WPI ACC NO: 2003-265375/200326

Related WPI Acc No: 2003-659641

XRPX Acc No: N2003-210624

Data encoding method for encoding channel request messages, involves re-transmitting specific encoded data group to increase rate of coding of specific encoded database

Patent Assignee: HUGHES ELECTRONICS CORP (HUGA)

Inventor: ANTIA Y; HAMMONS A R; RITTERBUSH O; SHI Z

Patent Family (1 patents, 1 countries)

Patent Application

Number	Kind	Date	Number	Kind	Date	Update
US 6487251	B1	20021126	US 1999386053	A	19990830	200326 B

Priority Applications (no., kind, date): US 1999386053 A 19990830

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing	Notes
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Alerting Abstract US B1

NOVELTY - The data groups encoded at respective encoding rates are transmitted between a transmitter and a receiver. The retransmission of one of the encoded data groups is carried out to increase a rate of coding of the corresponding encoded data group.

DESCRIPTION - An INDEPENDENT CLAIM is included for data encoding system.

USE - For performing multi-rate encoding on different priority database of a channel request message transmitted on a random access channel from an access terminal to a base station of a satellite-based communication network such as geosynchronous earth orbit mobile (GEM) satellite communication network comprising ground-based advanced operation center (AOS) and spacecraft operation center (SOC) associated with the satellite, a ground-based gateway station (GS) and an access terminal (AT) which is a hand-held of vehicle mounted mobile telephone.

ADVANTAGE - Performs multi-rate encoding/ decoding on different priority data bits of channel request message transmitted over random access channel, without using multiple encoders and multiple decoders.

DESCRIPTION OF DRAWINGS - The figure shows a block diagram of the data encoding system.

Title Terms/Index Terms/Additional Words: DATA; ENCODE; METHOD; CHANNEL; REQUEST; MESSAGE; TRANSMIT; SPECIFIC; GROUP; INCREASE; RATE; CODE; DATABASE

Class Codes

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H04L-0001/00 A I R 20060101

H04L-0001/08 A I R 20060101

H04L-0001/00 C I R 20060101

H04L-0001/08 C I R 20060101

ECLA: H04L-001/00A1, H04L-001/00A5, H04L-001/00B, H04L-001/00B7R1,

H04L-001/08

US Classification, Issued: 375259, 375265, 375240.24

File Segment: EPI;

DWPI Class: U21; W01; W02

Manual Codes (EPI/S-X): U21-A05A; W01-A01A; W01-B05A1; W02-C03B1A

20/5/16 (Item 16 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0012630864 - Drawing available

WPI ACC NO: 2002-479690/200251

XRPX Acc No: N2002-378809

Transmission power control (TPC) in cellular mobile radio system employing code division multiple access, changes power at balanced speed and interference level, particularly during soft handovers

Patent Assignee: BLOMBERG P (BLOM-I); LINDQUIST T (LIND-I); MULLER W G (MULL-I); PETERSSON J (PETE-I); TELEFONAKTIEBOLAGET ERICSSON L M (TELF)

Inventor: BLOMBERG P; LINDQUIST T; MUELLER W G A; MULLER W G; PETERSSON J

Patent Family (5 patents, 96 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update
WO 2002033849	A1	20020425	WO 2001SE2269	A	20011017	200251 B
AU 200211129	A	20020429	AU 200211129	A	20011017	200255 E
TW 531982	A	20030511	TW 2001125688	A	20011017	200372 E
US 20040038698	A1	20040226	WO 2001SE2269	A	20011017	200416 E
			US 2003399112	A	20030812	
US 7254413	B2	20070807	WO 2001SE2269	A	20011017	200753 E
			US 2003399112	A	20030812	

Priority Applications (no., kind, date): SE 20003805 A 20001017; SE 20011169 A 20010330

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
WO 2002033849	A1	EN	49	14	

National Designated States, Original: AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PH PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

Regional Designated States, Original: AT BE CH CY DE DK EA ES FI FR GB GH

GM GR IE IT KE LS LU MC MW MZ NL	OA PT SD SE SL SZ TR TZ UG ZW
AU 200211129	A EN Based on OPI patent WO 2002033849
TW 531982	A ZH

US 20040038698	A1 EN PCT Application WO 2001SE2269
US 7254413	B2 EN PCT Application WO 2001SE2269

Based on OPI patent WO 2002033849

Alerting Abstract WO A1

NOVELTY - The inventive system provides a closed loop method for transmit/receiving TPC bits accompanied by out-of-sync. information and transmission power differential, determined according to soft handover and out-of-sync. status information. The system provides that a command for transmission power increase at high speed be transmitted from at least one base-station (BS) to a mobile station (MS) if at least one up-link from MS to BS is out-of-sync., or the BS is undertaking a soft handover. Should all up-links associated with a given connection be out-of-sync., the MS will increase transmission power at medium speed.

USE - To provide closed loop transmission power control initiated from either transmitter or receiver, when a MS-BS up-link has become out-of-sync., to compensate for signal fading/interference at a receiver.

ADVANTAGE - Initiates from a mobile station a power transmission increase at medium speed, preferably selected according to the system time-lag, if a MS-BS up-link is out-of-sync., and the mobile station is not at the time involved in a soft handover between base-stations, the speed of power increase/decrease being determined by the relative number of TPC bits contained in transmitted signals, the inventive system generally enabling efficient communication of out-of-sync. and soft handover status information.

DESCRIPTION OF DRAWINGS - The drawing illustrates by flow-chart a preferred embodiment of the inventive system, in which an up-link to a base-station is out-of-sync. and the BS is in communication with a network controller to which a mobile station is connected.

Title Terms/Index Terms/Additional Words: TRANSMISSION; POWER; CONTROL; CELLULAR; MOBILE; RADIO; SYSTEM; EMPLOY; CODE ; DIVIDE; MULTIPLE; ACCESS ; CHANGE; BALANCE; SPEED ; INTERFERENCE; LEVEL; SOFT

Class Codes

International Classification (Main): H04B-001/06
(Additional/Secondary): H04Q-007/30, H04B-007/005

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H04B-0007/005 A I R 20060101

H04B-0007/00 A I F B 20060101

H04B-0007/005 C I R 20060101

H04B-0007/00 C I B 20060101

ECLA: H04B-007/005B5F

ICO: T04B-007:005B4D1

US Classification, Current Main: 455-522000; Secondary: 370-335000,
455-069000, 455-070000

US Classification, Issued: 455522, 455522, 45569, 45570, 370335

File Segment: EPI;

DWPI Class: W01; W02

Manual Codes (EPI/S-X): W01-B05A1A; W02-C03C1A; W02-C03C1D; W02-C03E3;
W02-K05A7; W02-K05B7

20/5/17 (Item 17 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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0012374045 - Drawing available

WPI ACC NO: 2002-317078/200236

XXPX Acc No: N2002-248223

Code division multiple access mobile communications having algorithm
controlling quality comparing compressed transmission/transmission breaks
and increasing rates/varying power transmission towards target levels.

Patent Assignee: ALCATEL (COGE); ALCATEL ALSTHOM CIE GEN ELECTRICITE

(COGE); ALCATEL SA (COGE); ALCATEL LUCENT (COGE)

Inventor: AGIN P

Patent Family (10 patents, 30 countries)

Patent			Application			
Number	Kind	Date	Number	Kind	Date	Update
EP 1164717	A1	20011219	EP 2001401498	A	20010611	200236 B
CN 1329443	A	20020102	CN 2001121186	A	20010613	200236 E
FR 2810177	A1	20011214	FR 20007534	A	20000613	200236 E
JP 2002033700	A	20020131	JP 2001177596	A	20010612	200236 E
US 20020003785	A1	20020110	US 2001878269	A	20010612	200236 E
KR 2001112620	A	20011220	KR 200132722	A	20010612	200239 E
EP 1164717	B1	20080220	EP 2001401498	A	20010611	200816 E
DE 60132848	E	20080403	DE 60132848	A	20010611	200825 E
			EP 2001401498	A	20010611	
KR 786396	B1	20071217	KR 200132722	A	20010612	200843 E
ES 2301523	T3	20080701	EP 2001401498	A	20010611	200848 E

Priority Applications (no., kind, date): FR 20007534 A 20000613; EP
2001401498 A 20010611

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
EP 1164717	A1	FR	23	6	

Regional Designated States, Original: AL AT BE CH CY DE DK ES FI FR GB GR
 IE IT LI LT LU LV MC MK NL PT RO SE SI TR
 JP 2002033700 A JA 13
 EP 1164717 B1 FR
 Regional Designated States, Original: AT BE CH CY DE DK ES FI FR GB GR IE
 IT LI LU MC NL PT SE TR
 DE 60132848 E DE Application EP 2001401498
 Based on OPI patent EP 1164717
 KR 786396 B1 KO Previously issued patent KR 2001112620
 ES 2301523 T3 ES Application EP 2001401498
 Based on OPI patent EP 1164717

Alerting Abstract EP A1
 NOVELTY - The transmission power control has a control algorithm dependent on transmission quality. The target value applied is varied comparing the compressed transmission with transmission breaks, increasing the rate to compensate for the breaks. The target value compensates for rate increase and the other effects of transmission breaks, with a variation in power transmission applied approaching the target value.
 USE - Code division multiple access mobile communications.
 ADVANTAGE - Allows a reduction in signalling quantity without performance degradation.
 DESCRIPTION OF DRAWINGS - The figure shows the general architecture of a mobile radiocommunications system
 node B transmitter
 UE receiver

Title Terms/Index Terms/Additional Words: CODE; DIVIDE; MULTIPLE; ACCESS;
 MOBILE; COMMUNICATE; ALGORITHM; CONTROL; QUALITY; COMPARE; COMPRESS;
 TRANSMISSION; BREAK; INCREASE; RATE; VARY; POWER; TARGET; LEVEL

Class Codes

International Classification (Main): H04B-007/26, H04Q-007/00

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H04B-0001/04	A	I	L	R	20060101
H04B-0007/005	A	I	F	B	20060101
H04B-0007/005	A	I	F		20060101
H04B-0007/005	A	I		R	20060101
H04B-0007/26	A	I	F	B	20060101
H04B-0007/26	A	I	L	R	20060101
H04J-0013/00	A	I	F	R	20060101
H04Q-0007/22	A	I	L	R	20060101
H04Q-0007/24	A	I	L	R	20060101
H04Q-0007/26	A	I	L	R	20060101
H04Q-0007/30	A	I	L	R	20060101
H04B-0001/04	C	I	L	R	20060101
H04B-0007/005	C	I	F	B	20060101
H04B-0007/005	C	I		R	20060101
H04B-0007/005	C	I			20060101
H04B-0007/26	C	I	L	R	20060101
H04B-0007/26	C	I		B	20060101
H04J-0013/00	C	I	F	R	20060101
H04Q-0007/22	C	I	L	R	20060101
H04Q-0007/24	C	I	L	R	20060101
H04Q-0007/26	C	I	L	R	20060101
H04Q-0007/30	C	I	L	R	20060101

ECLA: H04B-007/005B1K
ICO: T04B-007:005B1N, T04B-007:005B2H8, T04B-007:005B2Q, T04B-007:005B2U14
, T04B-007:005B3B4, T04B-007:005B4G
US Classification, Current Main: 370-333000; Secondary: 370-318000,
370-332000
US Classification, Issued: 370332, 370318, 370333

File Segment: EPI;
DWPI Class: W02
Manual Codes (EPI/S-X): W02-C03C; W02-C03E; W02-C05; W02-K05A7

20/5/18 (Item 18 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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0011099651 - Drawing available
WPI ACC NO: 2002-035438/200205
XRPX Acc No: N2002-027146; N2002-157446
Vehicle risk assessment method based on vehicle location, involves
adjusting costs associated with transaction in accordance with location
of vehicle
Patent Assignee: INT BUSINESS MACHINES CORP (IBMC)
Inventor: BATES C L; JONES S P; NELSON E J; SANTOSUOSSO J M
Patent Family (3 patents, 3 countries)
Patent Application
Number Kind Date Number Kind Date Update
DE 10110579 A1 20011031 DE 10110579 A 20010306 200205 B
CA 2337780 A1 20011020 CA 2337780 A 20010215 200227 E
US 7343306 B1 20080311 US 2000553010 A 20000420 200820 E

Priority Applications (no., kind, date): US 2000553010 A 20000420

Patent Details
Number Kind Lan Pg Dwg Filing Notes
DE 10110579 A1 DE 14 7
CA 2337780 A1 EN 28 7

Alerting Abstract DE A1

NOVELTY - The procedure for carrying out a financial transaction for the
use of a vehicle over a given period of time includes tracking the
vehicle location during at least one part of the time period actually
associated with the financial transaction and adjusting the costs
associated with the transaction at least partly on the basis of the fact
that the vehicle is/was located at a location having an increased risk
rating.

USE - Evaluating and establishing tariffs, especially for fixing
insurance premiums and hire tariffs for automobiles, trucks, boats,
aircraft etc..

ADVANTAGE - Improved calculation procedure for cost of using vehicles,
and assigning these costs more effectively among various vehicle operators.

DESCRIPTION OF DRAWINGS - A schematic representation of a system for
assessing and evaluating risks on the basis of vehicle location.

- 10 Hired vehicle
- 12 Location
- 14 Tracking system

16 Portable computer
 18 Invoicing computer
 Title Terms/Index Terms/Additional Words: VEHICLE; RISK; ASSESS; METHOD;
 BASED; LOCATE; ADJUST; COST; ASSOCIATE; TRANSACTION; ACCORD

Class Codes

International Classification (+ Attributes)

IPC	+	Level	Value	Position	Status	Version
G06F	-	0019	/00	A I R		20060101
G06Q	-	0040	/00	A I F B		20060101
G06Q	-	0040	/00	A I R		20060101
G06F	-	0019	/00	C I R		20060101
G06Q	-	0040	/00	C I F B		20060101
G06Q	-	0040	/00	C I R		20060101

ECLA: G06Q-040/00D

US Classification, Issued: 7054, 70135

File Segment: EPI;

DWPI Class: T01

Manual Codes (EPI/S-X): T01-J05A1; T01-J05A2E

20/5/19 (Item 19 from file: 350)
 DIALOG(R)File 350:Derwent WPIX
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0010927920 - Drawing available

WPI ACC NO: 2001-549909/200161

XXPX Acc No: N2001-408510

Achieving crypto-synchronization in packet data communication system
 implementing cryptographic communications

Patent Assignee: QUALCOMM INC (QUAL-N); MAURO A P (MAUR-I)

Inventor: MAURO A; MAURO A P

Patent Family (13 patents, 94 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update
WO 2001054343	A2	20010726	WO 2001US1893	A	20010119	200161 B
AU 200132877	A	20010731	AU 200132877	A	20010119	200171 E
EP 1252737	A2	20021030	EP 2001904948	A	20010119	200279 E
			WO 2001US1893	A	20010119	
KR 2003009340	A	20030129	KR 2002709289	A	20020719	200336 E
JP 2003521153	W	20030708	JP 2001553710	A	20010119	200347 E
			WO 2001US1893	A	20010119	
TW 563321	A	20031121	TW 2001101296	A	20010119	200429 E
US 7003114	B1	20060221	US 2000489194	A	20000120	200615 E
EP 1252737	B1	20060426	EP 2001904948	A	20010119	200629 E
			WO 2001US1893	A	20010119	
DE 60119080	E	20060601	DE 60119080	A	20010119	200638 E
			EP 2001904948	A	20010119	
			WO 2001US1893	A	20010119	
US 20060126844	A1	20060615	US 2000489194	A	20000120	200640 E
			US 2006349420	A	20060206	
DE 60119080	T2	20061130	DE 60119080	A	20010119	200716 E
			EP 2001904948	A	20010119	
			WO 2001US1893	A	20010119	
ES 2266155	T3	20070301	EP 2001904948	A	20010119	200719 E

KR 840146 B1 20080623 WO 2001US1893 A 20010119 200881 E
KR 2002709289 A 20020719

Priority Applications (no., kind, date): US 2000489194 A 20000120; US
2006349420 A 20060206

Patent Details

Number	Kind	Lan	Pg	Dwg	Filing Notes
WO 2001054343	A2	EN	36	7	

National Designated States,Original: AE AG AL AM AT AU AZ BA BB BG BR BY
BZ CA CH CN CR CU CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN
IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ
PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG UZ VN YU ZA ZW

Regional Designated States,Original: AT BE CH CY DE DK EA ES FI FR GB GH
GM GR IE IT KE LS LU MC MW MZ NL OA PT SD SE SL SZ TR TZ UG ZW

AU 200132877 A EN Based on OPI patent WO 2001054343

EP 1252737 A2 EN PCT Application WO 2001US1893
Based on OPI patent WO 2001054343

Regional Designated States,Original: AL AT BE CH CY DE DK ES FI FR GB GR
IE IT LI LT LU LV MC MK NL PT RO SE SI TR

JP 2003521153 W JA 46 PCT Application WO 2001US1893
Based on OPI patent WO 2001054343

TW 563321 A ZH

EP 1252737 B1 EN PCT Application WO 2001US1893
Based on OPI patent WO 2001054343

Regional Designated States,Original: AT BE CH CY DE DK ES FI FR GB GR IE
IT LI LU MC NL PT SE TR

DE 60119080 E DE Application EP 2001904948
PCT Application WO 2001US1893

Based on OPI patent EP 1252737
Based on OPI patent WO 2001054343

US 20060126844 A1 EN Continuation of application US
2000489194

Continuation of patent US 7003114
Application EP 2001904948

PCT Application WO 2001US1893
Based on OPI patent EP 1252737

Based on OPI patent WO 2001054343
Application EP 2001904948

Based on OPI patent EP 1252737
PCT Application WO 2001US1893

Previously issued patent KR 2003009340

Based on OPI patent WO 2001054343

Alerting Abstract WO A2

NOVELTY - Data frames are generated at predetermined rate in a transmitter, and state vector at the predetermined rate is incremented, providing the state vector to an encryption module. A codebook is generated from the encryption module, using at least one of the data frames. The state vector is disabled when any of the data frames are dropped, and enabled when a desired number of frames have been dropped. Information is converted into a digital format generates data frames, and the digitized information is provided to a vocoder, which generates the data frames at the first rate

DESCRIPTION - AN INDEPENDENT CLAIM is made for:

1.A transmitter for achieving crypto-synchronisation in a packet data

communication system; and

2.A receiver for achieving crypto-synchronization in a packet data communication system.

USE - For safeguarding information, and more specially for achieving crypto-synchronization in such a communication system, such as wireless communication system.

ADVANTAGE - Invention achieves crypto-synchronization in a packet data communication system between a transmitter and a receiver. Invention disables the state vector from incrementing during an underflow condition and advances the state vector during a frame dropping situation.

DESCRIPTION OF DRAWINGS - Drawing shows a functional block diagram of a wireless transmitter employing cryptographic security techniques as used in the present invention.

Title Terms/Index Terms/Additional Words: ACHIEVE; PACKET; DATA;
COMMUNICATE; SYSTEM; IMPLEMENT; CRYPTOGRAPHIC

Class Codes

International Classification (Main): H04L-009/00, H04L-009/10, H04L-009/12

(Additional/Secondary): H04L-012/56, H04Q-007/34, H04Q-007/38

International Classification (+ Attributes)

IPC + Level Value Position Status Version

H04K-0001/00	A	I		R	20060101
H04L-0009/00	A	I	F		20060101
H04L-0009/00	A	I	F	B	20060101
H04L-0009/10	A	I	F	R	20060101
H04L-0009/12	A	I		R	20060101
H04L-0009/12	A	I	F		20060101
H04L-0009/12	A	I	F	B	20060101
H04Q-0007/34	A	I	L	R	20060101
H04Q-0007/38	A	I	L	R	20060101
H04K-0001/00	C	I		R	20060101
H04L-0009/00	C	I			20060101
H04L-0009/00	C	I	L	B	20060101
H04L-0009/10	C	I	F	R	20060101
H04L-0009/12	C	I		B	20060101
H04L-0009/12	C	I		R	20060101
H04L-0009/12	C	I	L	B	20060101
H04Q-0007/34	C	I	L	R	20060101
H04Q-0007/38	C	I	L	R	20060101

ECLA: H04K-001/00, H04L-009/12

US Classification, Current Main: 380-261000; Secondary: 380-255000

US Classification, Issued: 380261, 380261, 380255

File Segment: EPI;

DWPI Class: W01

Manual Codes (EPI/S-X): W01-A03B; W01-A05A; W01-A06G2

20/5/20 (Item 20 from file: 347)

DIALOG(R)File 347:JAPIO

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06713882 **Image available**

PORTABLE TELEPHONE SET, STATIONARY TELEPHONE SET AND SLAVE UNIT FOR
CORDLESS TELEPHONE SET

PUB. NO.: 2000-299717 [JP 2000299717 A]
PUBLISHED: October 24, 2000 (20001024)
INVENTOR(s): UCHIUMI MASAMUNE
APPLICANT(s): JINTETSUKU KK
APPL. NO.: 11-111214 [JP 99111214]
FILED: April 19, 1999 (19990419)
PRIORITY: 11-033289 [JP 9933289], JP (Japan), February 10, 1999
(19990210)
INTL CLASS: H04M-001/00; G10H-001/00; G10K-015/04; H04Q-007/38;
H04M-001/31; H04M-001/72; H04M-011/00

ABSTRACT

PROBLEM TO BE SOLVED: To provide a telephone set which can easily register its original incoming notification tone with no increase in cost by storing a prescribed decoded DTMF data string as the incoming tone data.
SOLUTION: A DTMF decoder 34 inputs the DTMF signals transmitted from external audio equipment via a transmitter 7 or a microphone connected to an earphone/microphone terminal 9 to prescribe the electrically converted DTMF signals and also to convert them into the corresponding DTMF data and transfers this data to a microcomputer 10. The microcomputer 10 actuates the DTMF decoder 34 by receiving the operation input for setting an incoming tone storage mode of a portable telephone set from a key operation part 4. Then the microcomputer 10 acquires the electrically converted DTMF signals of the transmitter 7 and the terminal 9 input in every sampling mode and outputs these signals after converting them into the prescribed DTMF data. The microcomputer 10 acquires the DTMF data to make them correspond to the accumulated time from the storage start time in time series and stores them in a RAM 12 as the incoming data to register an incoming notification tone after certain times.

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***Subject search – Patent Files, Full-Text

File 348:EUROPEAN PATENTS 1978-200850

(c) 2008 European Patent Office

File 349:PCT FULLTEXT 1979-2008/UB=20081211|UT=20081204

(c) 2008 WIPO/Thomson

File 324:GERMAN PATENTS FULLTEXT 1967-200850

(c) 2008 UNIVENTIO/THOMSON

Set	Items	Description
S1	14742	(AUTOMOBILE?? OR VEHICLE?? OR CAR OR CARS OR TRUCK OR TRUCKS OR SEDAN OR SEDANS OR SUV OR SUVs OR MOTORCYCLE??)(10N)(INSURANCE?? OR GUARANT?? OR SURETY OR SURETIES OR COVERAGE??)
S2	317780	(RECORD??? OR TRACK??? OR MONITOR??? OR ACQUIR??? OR ACQUISITION? OR EVALUAT???? OR ASSESS????)(15N)(LOCATION?? OR LOC- ALE?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR DECELERATION?? OR OPERATION?? OR REAL()TIME()INFORMATION OR PERFORMANCE)
S3	488936	(COST OR COSTS OR CHARGE OR CHARGES OR RATE OR RATES OR PREMIUM OR PREMIUMS OR PRICE OR PRICES OR PRICING OR BILL OR BILLS OR BILLING OR FEE OR FEES)(10N)(INCREMENT OR INCREMENTS OR INCREASE OR INCREASES OR RISE OR RISES OR ADDITION??)
S4	60330	S3(25N)(DETERMIN? OR CALCULAT? OR FIGURE?? OR FIGURING OR - COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR COMPUTATION?? OR DERIVE?? OR DERIVING OR DERIVATI?)
S5	31213	S3(10N)(FIRST OR INITIAL OR ORIGINAL OR LEADING OR EARLY OR EARLIEST OR PRIMARY)
S6	1591	S5(15N)(TRANSMIT???? OR TRANSMISS? OR SEND??? OR CONVEY???? OR FORWARD??? OR SUBMIT???? OR SUBMISSION??)
S7	14	S6(20N)(CONTRACT??? OR UNDERWRIT??? OR ENTITY OR ENTITIES - OR INSURANCE(2W)(COMPAN??? OR BROKER??))
S8	174403	(ENCRYPT????? OR CODE?? OR CODING OR ENCIPHER??? OR RESTRICT????? OR DECRYPT????? OR DECIPHER??? OR DECOD????)(15N)(LOCATI- ON?? OR LOCALE?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR DECELERATION?? OR OPERATION?? OR REAL()TIME()INFORMATION OR - PERFORMANCE)
S9	23899	S8(20N)(ACCESS OR KEY OR KEYS OR PASSKEY OR PASSKEYS OR PASSWORD??)
S10	17	S1(S)S2(S)S4
S11	1	S1(S)S2(S)S3(S)S9
S12	6	S1(S)S2(S)S3(S)S8
S13	3	S7 AND S1
S14	23	S10:S13
S15	23	IDPAT (sorted in duplicate/non-duplicate order)
S16	23	IDPAT (primary/non-duplicate records only)

16/3,K/1 (Item 1 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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01626234

SYSTEM FOR CONCURRENT OPTIMIZATION OF BUSINESS ECONOMICS AND CUSTOMER VALUE
SYSTEME DESTINE A L'OPTIMISATION SIMULTANEE DE L'ECONOMIE D'UNE ENTREPRISE
ET DE LA VALEUR D'UN CLIENT

Patent Applicant/Inventor:

GOEL Sachin, 8 Olympic Court, Walpole, MA 02032, US, US (Residence), IN
(Nationality), (Designated for all)

Legal Representative:

HENRY Steven J (agent), Wolf, Greenfield & Sacks, P.C., 600 Atlantic
Avenue, Boston, MA 02210-2206, US

Patent and Priority Information (Country, Number, Date):

Patent: WO 200820307 A2 20080221 (WO 0820307)

Application: WO 2007IB2547 20070623 (PCI/WO IB2007002547)

Priority Application: US 2006474115 20060623; US 2006506451 20060818

Designated States:

(All protection types applied unless otherwise stated - for applications
2004+)

AE AG AL AM AT AU AZ BA BB BG BH BR BW BY BZ CA CH CN CO CR CU CZ DE DK
DM DO DZ EC EE EG ES FI GB GD GE GH GM GT HN HR HU ID IL IN IS JP KE KG
KM KN KP KR KZ LA LC LK LR LS LT LU LY MA MD ME MG MK MN MW MX MY MZ NA
NG NI NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SK SL SM SV SY TJ TM TN
TR TT TZ UA UG US UZ VC VN ZA ZM ZW

(EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IS IT LT LU LV MC MT

NL PL PT RO SE SI SK TR

(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG

(AP) BW GH GM KE LS MW MZ NA SD SL SZ TZ UG ZM ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 141028

Fulltext Availability:

Detailed Description

Detailed Description

... services to individual customers in a way that concurrently enhances
customer value and overall business performance .

BACKGROUND

Historically, "companies" (a term defined below) and their customers
often have done business across...

...e., its profitability).

A framework of systems and methods are shown that allows businesses to
determine their customers' preferences (implicitly or explicitly, in
advance or in quasi-real-time) for flexibility...

...said m products due to said practical constraints. The information
pertaining to said option is recorded in a data store. The practical
constraints may include the timing constraints and/or the location
constraints.

The related transaction may be at least one transaction. The customer may
not be...

16/3,K/2 (Item 2 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
(c) 2008 WIPO/Thomson. All rts. reserv.

01537571

GENIUS ADAPTIVE DESIGN
 MODELE D'ADAPTATION AU GENIE
 Patent Applicant/Inventor:
 CABINALLA Linda, 1145 Delaware St, Fairfield, CA 94533, US, US
 (Residence), US (Nationality), (Designated for all)
 Patent and Priority Information (Country, Number, Date):
 Patent: WO 200781519 A2 20070719 (WO 0781519)
 Application: WO 2006US48704 20061219 (PCT/WO US2006048704)
 Priority Application: US 2005755291 20051230; US 2006756607 20060105; US
 2006778313 20060301; US 2006783018 20060315; US 2006786906 20060328; US
 2006852794 20061018
 Designated States:
 (All protection types applied unless otherwise stated - for applications
 2004+)
 AE AG AL AM AT AU AZ BA BB BG BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM
 DZ EC EE EG ES FI GB GD GE GH GM GT HN HR HU ID IL IN IS JP KE KG KM KN
 KP KR KZ LA LC LK LR LS LT LU LV LY MA MD MG MK MN MW MX MY MZ NA NG NI
 NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SK SL SM SV SY TJ TM TN TR TT
 TZ UA UG US UZ VC VN ZA ZM ZW
 (EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IS IT LT LU LV MC NL
 PL PT RO SE SI SK TR
 (OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
 (AP) BW GH GM KE LS MW MZ NA SD SL SZ TZ UG ZM ZW
 (EA) AM AZ BY KG KZ MD RU TJ TM
 Publication Language: English
 Filing Language: English
 Fulltext Word Count: 520275

Fulltext Availability:
 Detailed Description

Detailed Description

... s knowledge.-See patent database: Key Words-(password* or access or
 accesses or accessing) and (track * or punish* or trap* or fool*).*+
 Building a better defense against hackers: UIP on likely...
 ...system. 25 Jan 93 NK-moved to "access" 6.962E25 1 Remote Controlled
 Camera: (sys monitors people according to their access/uiip
 (code)).5G061 Dyslexia Software: (speed at which info given
 determinedly u's access: either u gets info faster (inhibits uninitiated
 ...
 ...with lines, eg: circles, triangles, squares, rectangles, pentagons,
 hexagrams, polygons...; (lines of) dots at designated locations (on
 S).-the type 'image required often will be those for which the 'system's
 ...
 ...ROUTER (where on information highway /web u (user) came in from); SCORE
 (u's previous performance); SPEECH (sound analyzer); STATUS; tds (time
 date stamp) (occurrence of past / current activity of u...
 ...mainframe hookup); MULTI-USER; PR (software program); PS-Zone; Q
 (asks questions); SCORE (u previous performance / prompts during
 previous sessions); %SOUND ANALYZER; STATUS; TDS (time of day, length
 or level of...
 ...started by person (u, one seeking "access") or sys (via its prompts) can
 be utilized.- Additional examples:-Patent search for this "artist"

sub-section: (artist* or draw* or (creat* near3 image...

...in position of moving objects are registered by system which intern generates an image or " track " for said changes-> when such images match "access's" criteria, "access" is granted. In other...

...Database 'Bib' 4.96 Disk. . Encrypted: encrypted with state of the art.-u's activities: access processes, files, etc.- password systems / pr, or the fact that one exists.-Miscellaneous: " Track ", "Score", "UIP" (uip-db)- password itself encrypted = and only decrypted by access point's "analyzer" = to determine if access permitted. + See "Artist" image generating modes: any of these can create the necessary image(s...

...and (access* or entry)-str: security* and access*-str: (draw* or create or creating) adj9 (access or accessing)-US Patent 5368308: Stream of recorded sounds broken into segments then re-ordered = needed to gain " access ". 12.95 Bib Disk US Patents = Access : Search strategy on USPTO's Bibliography CD dated 9.94: password -many related N, only scanned the list, eg: 5323465 Access control; 5289540 Computer file protection system; 52763 14 Identity verification system resistant to compromise by...

...differing levels of access to full range of information / functions = (based on their password). .-Access- Track : follows target upon entering (mode) (until which time the one accessing is deemed a low...

...str: (draw* or create or creating) adj9 (access or accessing)-US Patent 5368308: Stream of recorded sounds broken into segments then re-ordered = needed to gain "access". 12.95 Bib Disk US Patents = Access:-Search strategy on USPTO's Bibliography CD dated 9.94: password -many related N, only scanned the list, eg: 5323465 Access control; 5289540 Computer file protection system; 5276314 Identity verification system resistant to compromise by observation...

16/3,K/3 (Item 3 from file: 349)
 DIALOG(R)File 349:PCT FULLTEXT
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01523563 **Image available**
 WIRELESS LOCATING AND MONITORING SYSTEM
 SYSTEME DE LOCALISATION ET DE SURVEILLANCE SANS FIL
 Patent Applicant/Assignee:
 CYPRESS SEMICONDUCTOR CORPORATION, 198 Champion Court, San Jose, CA
 95134-1709, US, US (Residence), US (Nationality), (For all designated
 states except: US)
 Patent Applicant/Inventor:
 WOODINGS Ryan W, 11819 W Flintlock Drive, Boise, ID 83713, US, US
 (Residence), US (Nationality), (Designated only for: US)
 Legal Representative:
 FORD Stephen S et al (agent), Marger Johnson & McCollom, P.C., 210 SW
 Morrison Street, Suite 400, Portland, OR 97204, US
 Patent and Priority Information (Country, Number, Date):
 Patent: WO 200767914 A2-A3 20070614 (WO 0767914)
 Application: WO 2006US61654 20061206 (PCT/WO US2006061654)
 Priority Application: US 2005742962 20051206; US 2006567144 20061205
 Designated States:
 (All protection types applied unless otherwise stated - for applications

2004+)

AE AG AL AM AT AU AZ BA BB BG BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM
DZ EC EE EG ES FI GB GD GE GH GM GT HN HR HU ID IL IN IS JP KE KG KM KN
KP KR KZ LA LC LK LR LS LT LU LV LY MA MD MG MK MN MW MX MY MZ NA NG NI
NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SK SL SM SV SY TJ TM TN TR TT
TZ UA UG US UZ VC VN ZA ZM ZW
(EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IS IT LT LU LV MC NL
PL PT RO SE SI SK TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) BW GH GM KE LS MW MZ NA SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 3969

Fulltext Availability:

Detailed Description

Detailed Description

... of a method for monitoring a vehicle status.

DETAILEDDESCRIPTION

Third party tracking systems have been monitoring vehicle locations for a number of years. For example, car rental agencies may limit the operation of their fleet vehicles to a restricted area of use. If a rental car is driven outside of this restricted range, the operator may be subject to additional fees or a car insurance policy may be voided. These systems do not benefit the operator of the vehicle and...

16/3,K/4 (Item 4 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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01213391

ENHANCED PARIMUTUEL WAGERING

PARI DU TYPE PARI MUTUEL AMELIORE

Patent Applicant/Assignee:

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(Nationality), (For all designated states except: US)

Patent Applicant/Inventor:

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(Residence), US (Nationality), (Designated only for: US)

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US, US (Residence), US (Nationality), (Designated only for: US)

WALDEN Charles, 43 Glenwood Road, Montclair, NJ 07043, US, US (Residence)
, US (Nationality), (Designated only for: US)

HARTE Marcus, 389 Garretson Road, Bridgewater, NJ 08807, US, US
(Residence), IE (Nationality), (Designated only for: US)

Legal Representative:

WEISS Charles A (agent), Kenyon & Kenyon, One Broadway, New York, NY
10004, US

Patent and Priority Information (Country, Number, Date):

Patent: WO 200519986 A2-A3 20050303 (WO 0519986)

Application: WO 2004US25434 20040806 (PCT/WO US2004025434)

Priority Application: US 2003640656 20030813

Designated States:

(All protection types applied unless otherwise stated - for applications 2004+)

AE AG AL AM AT AU AZ BA BB BG BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM
DZ EC EE EG ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC
LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NA NI NO NZ OM PG PH PL PT RO
RU SC SD SE SG SK SL SY TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW
(EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LU MC NL PL PT RO
SE SI SK TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) BW GH GM KE LS MW MZ NA SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 182513

Fulltext Availability:

Detailed Description

Detailed Description

... of the strikes in the auction.

In another embodiment, an article of manufacture comprising a propagated signal adapted for use in the performance of a method for trading a customer order including at least one of a derivatives... need to protect themselves. It may nevertheless be necessary to put in place methods of operation in such markets in order to prevent manipulation of the outcomes underlying groups of DBAR... trader desires to hedge his exposure, the investment in state 2 to do so is calculated as follows.

al * T2

a2 =.

TI

This is found by equating the state payouts with...

16/3,K/5 (Item 5 from file: 349)

DIALOG(R) File 349:PCT FULLTEXT

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01153716 **Image available**

SEMANTIC KNOWLEDGE RETRIEVAL MANAGEMENT AND PRESENTATION

SYSTEME ET PROCEDURE POUR UNE EXTRACTION, UNE GESTION, UNE CAPTURE, UN PARTAGE, UNE DECOUVERTE, UNE DISTRIBUTION ET UNE PRESENTATION DE CONNAISSANCES SEMANTIQUES

Patent Applicant/Assignee:

NERVANA INC, 10838 Main Street, Bellevue WA, 98004, US, US (Residence),
US (Nationality)

Inventor(s):

OMOIGUI Nosa, 549 239th Avenue S.E., Redmond, WA 98074, US,

Legal Representative:

BLACK Richard T (agent), Black Lowe & Graham PLLC, 816 Second Avenue,
Seattle, WA 98104, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200475466 A2-A3 20040902 (WO 0475466)

Application: WO 2004US4674 20040217 (PCT/WO US04004674)

Priority Application: US 2003447736 20030214

Designated States:

(All protection types applied unless otherwise stated - for applications 2004+)

AE AG AL AM AT AU AZ BA BB BG BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM
DZ EC EE EG ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC
LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NA NI NO NZ OM PG PH PL PT RO
RU SC SD SE SG SK SL SY TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW
(EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LU MC NL PT RO SE
SI SK TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) BW GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 160617

Fulltext Availability:

Detailed Description

Detailed Description

... future reference, and to have them constantly updated. The system will create and update such records, by the researchers instructing the system to show a collection of dossiers on each of...the user has added to the watch group list, the client creates a watch group monitor. A watch group monitor tracks the number of new results in each request in its watch group. The watch group...Animated font (e.g., flashing text, rotating text, text on motion path, etc.) with animation rate depending on the number of breaking news items
12. Varying font color - depending on the...

16/3,K/6 (Item 6 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

(c) 2008 WIPO/Thomson. All rts. reserv.

00963611 **Image available**

EXTENDED WEB ENABLED MULTI-FEATURED BUSINESS TO BUSINESS COMPUTER SYSTEM
FOR RENTAL VEHICLE SERVICES
SYSTEME INFORMATIQUE INTERENTREPRISES A ELEMENTS MULTIPLES A ACCES INTERNET
POUR SERVICES DE LOCATION DE VEHICULES

Patent Applicant/Assignee:

THE CRAWFORD GROUP INC, 600 Corporate Park Drive, St. Louis, MO 63105, US
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US)

Patent Applicant/Inventor:

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DE VALLANCE Kimberly Ann, 2037 Silent Spring Drive, Maryland Heights, MO
63043, US, US (Residence), US (Nationality), (Designated only for: US)
HASELHORST Randall Allan, 1016 Scenic Oats Court, Imperial, MO 63052, US,
US (Residence), US (Nationality), (Designated only for: US)
KENNEDY Craig Stephen, 9129 Meadowglen Lane, St. Louis, MO 63126, US, US
(Residence), US (Nationality), (Designated only for: US)
SMITH David Gary, 10 Venice Place Court, Wildwood, MO 63040, US, US
(Residence), US (Nationality), (Designated only for: US)
TINGLE William T, 17368 Hilltop Ridge Drive, Eureka, MO 63025, US, US
(Residence), US (Nationality), (Designated only for: US)

KLOPFENSTEIN Anita K, 433 Schwarz Road, O'Fallon, IL 62269, US, US
(Residence), US (Nationality), (Designated only for: US)

Legal Representative:

HAERKAMP Richard E (et al) (agent), Howell & Haferkamp, L.C., Suite
1400, 7733 Forsyth Blvd., St. Louis, MO 63105-1817, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200297700 A2 20021205 (WO 0297700)

Application: WO 2001US51431 20011019 (PCT/WO US0151431)

Priority Application: US 2000694050 20001020

Parent Application/Grant:

Related by Continuation to: US 2000694050 20001020 (CIP)

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PH PL PT RO RU SD SE SG SI SK
SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR

(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG

(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 237932

Fulltext Availability:

Detailed Description

Claims

Detailed Description

... two organizations. More particularly,
this field relates to an Internet enabled automatic rental
42103.doc
vehicle transaction system to facilitate the conduct of rental
vehicle transactions between two multilevel business
organizations...levels, providing a
graphical user interface (GUI) for the transaction of large
amounts of rental vehicle services automatically and virtually
without human intervention upon entry. The invention of the
second filed...the invention. The inventions disclosed in this
application
add to the functionality of the systems first disclosed in the
two parent applications by providing features and advantages
which increases its flexibility and adaptability ...transaction
including generating invoices and processing them for payment.

While a significant portion of the vehicle rental business
involves rental for leisure, business travel, etc., another
significant business relationship has developed with insurance
companies and the like in what has been termed as the
replacement car rental service business. In this business, a
vehicle insurance company may have many thousands of
policyholders who are eligible to be involved in accidents...

...for use. Thus, for this business segment, a

multi-tiered business organization such as a vehicle insurance company represents a significant customer for repetitive vehicle rental services. To conduct this business in an orderly, time efficient and cost efficient manner, it is necessary that this insurance company has as its business partner a vehicle rental company which is itself multi-tiered, such as the assignee of the present invention...given access to this system to allow for input of information relating to progress of vehicle repair, extension of rental time, etc. as the rental progresses. This integrated business computer network...server at the heart of a wide area network (WAN) which facilitates the transfer of vehicle rental information and orders company-wide. This integrated business model is most efficient and needed in order to satisfy the vehicle rental service needs of a vehicle insurance company which itself may be national or even international in scope.

As a first step...provided from this second mainframe to various levels of the multilevel business organization comprising the insurance company. In effect, with this additional mainframe and dedicated pipeline access, various individuals at the insurance company were permitted to directly interact with the integrated business computer network of the vehicle rental company as well as other selected service providers such as body shops where wrecked...Historically, the replacement car market engendered large numbers of telephone calls being placed between the insurance company, the rental company, and the body shop where vehicle repair was being performed in order to authorize the rental, select and secure the desired...was successful and represented a tremendous step forward in automating the business relationship between the insurance company and the vehicle rental company, it did have certain limitations. For example, a specific communication link had to be established between the rental vehicle company and the particular users at the insurance company designated to have access to this system. Thus, special attention and some modicum of...authorized to be on the system to work with it. As the nature of the insurance and replacement car business requires extreme mobility at multiple levels of both business partners, this represents a ...repair of his vehicle is not economically feasible. This is commonly referred to "totaling" a vehicle. The insurance industry totals about 3 million cars per year, of which approximately 17% are newer models (defined as within three years of...point the stored information could be used to help provide economic benefit to all parties, insurance company, rental car company,, and automobile owner.

once a renter's/insured's/claimant's (owner's) car is determined to be...For example, in some countries one adjuster authorizes and manages the rental reservation for the car while another adjuster authorizes and manages the insurance coverage for the rental. Still another feature allows third party or "independent party" management of the...administrative profile

set up in advance through agreement with the authorizing agent, such as an insurance company. As an enhancement, various individualized features may also provide data indigenous to a particular...placing the order but also to filling the order for services including providing the rental vehicle to the ultimate user and even invoicing for those services.

The last phase of the...is an "automated extensions" feature. Typically,, there are many occasions when a damaged or inconvenienced vehicle is not made available for use when originally scheduled. In the prior art, ...2 days requiring approval may be automatically generated. still another variation would be for the insurance company to set a limit within the system of the total number of authorized days...granted based on the total authority allowed or initially set into the system by the insurance company, and up to that limit. Still another variation would be for a third party...of the insurance company and the individual. In other words, the individual may need the car for 5 days but the individual's insurance coverage may only apply for 3 days while the insurance may pay for five days rental...that he is renting a vehicle for temporary use. Furthermore, the value of the replacement vehicle, or the approved value that an insurance company will allow under coverage, many times determines the available vehicles from which a customer will ...A customer could then be advised of the search results and allowed to select a vehicle. The invention may, if agreed to by the insurance company, and possibly conditioned on the physical inspection of the car by the customer, then authorize the transfer of the vehicle to the customer as an...customer including executing transfer of title documentation if desired, and posting the results of the vehicle replacement in the system for access by the insurance adjuster so that he can confirm that the ...ME
rent-a-car MM= B0076 01 A*Mer ADAMS A=
INSURED W NO RENTAL COVERAGEI
7
6
U
0 6
OW
7 6
-.R
Mb
900.0
Page II Change...TAB RIG to description field for any comments, as needed.

S. Key Rental Type "I" - Insurance. The other Rental types are B=Body Shop, D=Dealership, W=Regular, C=Corporate, or...are then made to adjusters for extensions and to customers to pass along information (the car is ready, last day the insurance company will pay is XXX, etc.). This section requires the Callback Type ...will end.

The Start and Stop Dates are very important, especially if the renter has the vehicle for any length of time ...numbers, phone numbers and number of calls to be made to that office.

1. Next Insurance Co. (optional) - Key your name. The name keyed appears at top of list.

Press FEN following page.

3. Customer Number - Displays insurance company 'Bill-to Customer Number.' 4. Phone Number - Displays adjustor phone number.

5. Number of Calls...In), DEL (Delivery), P/U (Pickup), CWC (Customer Will Call),

6. Car Type - Displays rental vehicle size.

7. Rental Type - Displays rental category - I (Insurance), B (Body Shop), D (Dealership), R (Regular), C (Corporate), O (Other).

Mr= ...System and Claims Connection) and the application systems used by Rental Management Trading Partners (mostly insurance companies using ARMS/400, a VAN - Value-Added Network, or their own in-house application ...ARMS-connected Value- Added Network electronic communication network mailbox, This mailbox contains one or more transmissions intended to be received by ARMS, sent from the ARMS Trading Partner Company's Insurance Claims Management application system's associated batch sender

communications programs on their IBM mainframe computer network system.

@Operational Method%

- This program is delay...X.12 standard EDI formats, over a leased communication line, with an ARMS Trading Partner Insurance Company's automobile claims application system's associated sender communications program on their host computer network system.

@Operational...to receive X12 standard EDI formats, over a leased communication line with ARMS Trading Partner Insurance Company's

Confidential Page 6 of 246 8/1 1/00

ARMS Process Report

automobile...system,

Currently used to receive transmissions over a leased communication line, with ARMS Trading Partner Insurance Company's automobile claims application system's associated sender communications program on their mainframe computer network system, based...S Trading Partner Company Confidential Page 9 of 246 8/11/00

ARMS Proms Report

insurance Company's Insurance Claims Management application system's associated sender and receiver communications programs on their host computer ...returns to the ACCEPT verb and waits for another ALLOCATE from ARMS Trading Partner, Insurance Company. This sequence is then repeated.

- This program is a PRE-START program and is started...Partner Insurance Company and TVA are using.

832 Pricing Catalogue - map for ARMS Trading Partner Insurance Company which we are using to exchange branch rate and availability information.

The implementation guide...comment text
currently not referenced, unsure of intent.)
Enterprise Customer Numbers for ARMS Trading Partner Insurance
CompanyLos Angeles Area Locations and ARMS Trading Partner Insurance
Company's Branch Claims office Code for RMS output.

1ALL32331 'W401 Santa Ana/Tustin, California...78 of 246 8/11/00
ARMS Process Report
Adds oz changes sent by ARMS insurance Customers or automatically
generate authorization changes. This program will also process previously
authorized reservation Rental...EXTEND is zero,, then the current
EXTENSION DATE remains. This will allow ARMS Trading Partner Insurance
Company to send a termination request... (The second phase will allow
ARMS Trading Partner Insurance Company to receive wRHW and send mEXI
transactions.) Likewise, a callback detail note record is...

Claim

... insurance adjusters and
said software program is restricted through an entry
instruction generated by said insurance company.

74 The rental vehicle transaction System Of claim 72
wherein said multiple parties include at least one agent who...81
wherein said software program is configured to accept
authorization for said transfer by an insurance company.

83 An Internet enabled automatic rental vehicle
transaction system, said system having an Internet web site
through which an authorized ...insurance adjusters and
said software program is restricted through an entry
instruction generated by said insurance company.
. The rental vehicle transaction system of claim 84
wherein said multiple parties include at least one agent who...93
wherein said software program is configured to accept
authorization for said transfer by an insurance company.

95 The rental vehicle transaction system of claim 71
wherein said rental vehicle software program is configured to
communicate...

16/3,K/7 (Item 7 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00954951 **Image available**
SYSTEM AND METHOD FOR AUTOMATING A VEHICLE RENTAL PROCESS
SYSTEME ET PROCEDURE POUR AUTOMATISER UN PROCESSUS DE LOCATION DE VEHICULES
Patent Applicant/Assignee:
ZOOPO MOBILITY NETWORK INC, P.O. Box 37, Station Beaubien, Montreal,
Quebec H2G 3C9, CA, CA (Residence), CA (Nationality)
Inventor(s):
MEUNIER Eric, 10334 Paul Comtois, no.308, Montreal, Quebec H4N 2B6, CA,
Legal Representative:
ROBIC (agent), 55, St-Jacques, Montreal, Quebec H2Y 3X2, CA,
Patent and Priority Information (Country, Number, Date):

Patent: WO 200289077 A1 20021107 (WO 0289077)
Application: WO 2002CA648 20020501 (PCT/WO CA0200648)
Priority Application: CA 2345857 20010501

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI
SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 26912

Fulltext Availability:

Detailed Description

Claims

Claim

... the system to automatically inform the insurer of the precise incident circumstances and of the location of the vehicle for inspection.

6 51 Notifying service organizations and keeping track of service orders

As was explained previously, it is crucial for a damaged vehicle to... operator and create a safety hazard. Thus, it is provided for the OBU system to monitor the vehicle speed throughout most processes and for its display to be automatically shut down or for the...further, the OBU is able to determine with good accuracy the distance traveled by the vehicle. To further guarantee the integrity of the positioning data, it is also provided for the OBU to frequently...between offer and demand:

- a) Launch demand-side measures (already seen in 6 3)
- b) Restrict one-way rentals out of the affected locations (6 1)
- c) Offer incentives for users to move vehicles on behalf of the provider ...account the severity of the shortage in the adoption of the following countermeasures.

6 1 Restrict one-way rentals out of the affected locations

As can be seen in Figure 1613, when the CRIVILS detects that the risk for ...can be seen in Figures 13A and 16B, the return of a vehicle at a location different than the programmed one is a coded event which generates a notification of the delinquent user and, optionally, a surcharge to the...one-way rental when disposing of a vehicle. Thus, the system manager is able to code the auction or retail location as a station

within a location group and as can be seen in Figure 19A, the system can

automatically trigger the...a commission credit memo to the landholder for batch processing.

7 4 Automated processing of insurance replacement transactions

One of the largest rental vehicle markets is often referred to as the insurance replacement market. This market is essentially composed of policy holders who have sustained damages to...need them and from small and widely dispersed locations, the present invention provides insurers

with additional cost saving opportunities and better suited vehicle replacement options for their policyholders. Thus and as can be seen in Figure 8131 it is provided for the CRIVILS to establish an automated link with inSUr r...

16/3,K/8 (Item 8 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00939231 **Image available**

LIFE INSURANCE PRODUCTS UNDER A SINGLE APPROVED FORM
PRODUITS D'ASSURANCE-VIE SOUS FORME REGLEMENTAIRE UNIQUE

Patent Applicant/Assignee:

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US (Nationality)

Inventor(s):

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Legal Representative:

GRADY L White (agent), Covington & Burling, 1201 Pennsylvania Avenue,
N.W., Washington, DC 20004-2401, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200273360 A2-A3 20020919 (WO 0273360)

Application: WO 2002US7534 20020313 (PCT/WO US0207534)

Priority Application: US 2001275030 20010313; US 2001333748 20011129

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI
SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR

(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG

(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 118771

Fulltext Availability:

Detailed Description

Claims

Detailed Description

... benefit protection being provided by the insurer. This limits the customer's ability use life insurance as an investment vehicle and also limits the customer's ability to control the investment of premiums with regard...

Claim

... of premium was paid.

7 4 Mixed scheduled and unscheduled increases

e If a scheduled increase was expected and an additional unscheduled

increase occurs, first apply the scheduled increase and then apply the unscheduled increase.

7,4 OPTION CHANGE FROMAToll

Material Change

Underwriting required

Use rules for unscheduled decrease in death benefit

New Coverage Amount would equal pre...

16/3,K/9 (Item 9 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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00933152 **Image available**

EXTENDED WEB ENABLED MULTI-FEATURED BUSINESS TO BUSINESS COMPUTER SYSTEM
FOR RENTAL VEHICLE SERVICES
SYSTEME INFORMATIQUE ETENDU ENTRE ENTREPRISES, A FONCTIONS MULTIPLES,
FONCTIONNANT SUR LE WEB, POUR DES SERVICES DE LOCATION DE VEHICULES

Patent Applicant/Assignee:

THE CRAWFORD GROUP INC, 600 Corporate Park Drive, St. Louis, MO 63105, US
, US (Residence), US (Nationality), (For all designated states except:
US)

Patent Applicant/Inventor:

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DE VALLANCE Kimberly Ann, 2037 Silent Spring Drive, Maryland Heights, MO
63043, US, US (Residence), US (Nationality), (Designated only for: US)
HASELHORST Randall Allan, 1016 Scenic Oaks Court, Imperial, MO 63052, US,
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SMITH David Gary, 10 Venice Place Court, Wildwood, MO 63040, US, US
(Residence), US (Nationality), (Designated only for: US)
TINGLE William T, 17368 Hilltop Ridge Drive, Eureka, MO 63025, US, US
(Residence), US (Nationality), (Designated only for: US)
KLOPFENSTEIN Anita K, 433 Schwarz Road, O'Fallon, IL 62269, US, US
(Residence), US (Nationality), (Designated only for: US)

Legal Representative:

HAFERKAMP Richard E (et al) (agent), HOWELL & HAVERKAMP, L.C., Suite
1400, 7733 Forsyth Blvd., St. Louis, MO 63105-1817, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200267175 A2 20020829 (WO 0267175)
Application: WO 2001US51437 20011019 (PCT/WO US0151437)
Priority Application: US 2000694050 20001020

Parent Application/Grant:

Related by Continuation to: US 2000694050 20001020 (CIP)

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PH PL PT RO RU SD SE SG SI SK
SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English
Filing Language: English
Fulltext Word Count: 243912

Fulltext Availability:
Detailed Description

Detailed Description
... work.

rocess
erarchical numeric ID: 1 1 2.12
ded name: AMLCXLTL
me: PGM Translate Location (AMLCXLTL)
mment: @Purpose: To transl ate a current rental location to an old
location or ce versa to deal with any past "Organization Splitn or
nMachine Split" conversion ojects...

...TRANSLATED CITY

3 (Output) TRANSLATED AREA

This pgm will accept a parameter list containing current location
-ormation and if a record is found in the ARMS Location Past
Conversion CrossEerence (AMLCXF) file, will return the translation
information.

- IF the attempt to retrieve...Code to be one of the following values.

- Validate Transaction Set Group Type

- Validate Allowable Record Format(s) within Transaction Set for a
GroLl

le

@Notes.

This program is submitted for...specific logic to the EDI .

mslation interface/mapping software would be greater than having hard-
coded withi)046VI program.

4.) There is currently an undesirable situation that occurs within this
)gram...value of the EXTENSION DR a Saturday or Sunday date. Likewise, a
callback detail note record is generated indicat:e the replaced
EXTENSION DATE with an 11 Rental Terminated Ont mm...

16/3,K/10 (Item 10 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00851775 **Image available**
ADVANCED ASSET MANAGEMENT SYSTEMS
SYSTEMES DE GESTION D'AVOIRS PERFECTIONNES
Patent Applicant/Assignee:

VIRTUAL ASSETS INCORPORATED, 10387 Eclipse Way, Columbia, MD 21044, US,
US (Residence), US (Nationality), (For all designated states except:
US)

Patent Applicant/Inventor:

ZAMBRZYCKI John V, 1123 King Street, Redwood City, CA 94061, US, US
 (Residence), US (Nationality), (Designated only for: US)
 JACKSON Christopher K, 10387 Eclipse Way, Columbia, MD 21044, US, US
 (Residence), US (Nationality), (Designated only for: US)
 CHOIE Carolyn H, 1123 King Street, Redwood City, CA 94061, US, US
 (Residence), NZ (Nationality), (Designated only for: US)
 LAYMAN Kevin W, 1123 King Street, Redwood City, CA 94061, US, US
 (Residence), US (Nationality), (Designated only for: US)
 NEWMAN Edward J Jr, 1919 Prairie Square, Apt. 116, Schaumburg, IL 60173,
 US, US (Residence), US (Nationality), (Designated only for: US)
 RICHARDSON David E Jr, 1123 King Street, Redwood City, CA 94061, US, US
 (Residence), US (Nationality), (Designated only for: US)

Legal Representative:

PRIDDY Robert (et al) (agent), Hall, Priddy, Myers & Vande Sande, 10220
 River Road, Suite 200, Potomac, MD 20854, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200184906 A2-A3 20011115 (WO 0184906)
 Application: WO 2001US15283 20010511 (PCT/WO US0115283)
 Priority Application: US 2000569023 20000511

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
 prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
 EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS
 LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ
 TM TR TT TZ UA UG US UZ VN YU ZA ZW
 (EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
 (OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
 (AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
 (EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 124618

Fulltext Availability:

Detailed Description

Detailed Description

... these financial instruments exceed \$1 billion annually. Each new step
 to enhance the security and increase the automation of the transmission
 of assets by financial institutions has resulted in reduced privacy...one
 or more commands to perform these step(s) to create, implement, modify,
 deactivate, destroy, evaluate, and/or otherwise manipulate a label(s)
 only if said command(s) is/are received...a digital asset(s) and/or
 qualitative information about a digital asset(s) and/or information
 other than qualitative information about a digital asset(s) and/or a
 representation(s) of...through which parties can securely, yet
 anonymously, transfer assets between and amongst parties for setting,
 evaluation of, and payment of bids, for the purchase of goods, services,
 or other cash and...178 shows an example of the flow of assets, agents,
 alerts, and triggers, and the evaluation of constraints and external
 stimuli, in the creation and operation of an escrow account established
 between a generic buyer and seller, where the escrow account...

...179 shows an example of the flow of assets, agents, alerts, and
 triggers, and the evaluation of constraints and external stimuli, in
 the creation and operation of an escrow account established between a

generic buyer and seller, where the escrow account...

...shows an example of the flow of assets, agents, alerts, and triggers, lo and the evaluation of constraints and external stimuli, in the creation and operation of an escrow account with various escrow child accounts, used as an obligation or credit...117 matched to a payment received by these other companies, and. then matched against other records to determine which individuals pay for what services at which locations .

But an account owner requiring the services of these companies, particularly one using virtual accounts...

16/3,K/11 (Item 11 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00784185 **Image available**

A SYSTEM AND METHOD FOR STREAM-BASED COMMUNICATION IN A COMMUNICATION SERVICES PATTERNS ENVIRONNEMENT
SYSTEME, PROCEDE ET ARTICLE DE PRODUCTION FOURNISSANT UN SYSTEME DE COMMUNICATION EN CONTINU DANS UN ENVIRONNEMENT DE CONFIGURATIONS DE SERVICES DE COMMUNICATION

Patent Applicant/Assignee:

ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US
(Residence), US (Nationality)

Inventor(s):

BOWMAN-AMUAH Michel K, 6426 Peak Vista Circle, Colorado Springs, CO 80918, US,

Legal Representative:

HICKMAN Paul L (agent), Hickman Coleman & Hughes, LLP, P.O. Box 52037, Palo Alto, CA 94303-0746, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200117195 A2-A3 20010308 (WO 0117195)

Application: WO 2000US24125 20000831 (PCT/WO US0024125)

Priority Application: US 99386717 19990831

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU CZ DE DK DM DZ EE
ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT
LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM
TR TT TZ UA UG UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150532

Fulltext Availability:

Detailed Description

Detailed Description

... an embodiment of the present invention;

Figure 192 illustrates the MVC Implementation with Global Model;
Figure 193 illustrates the Separate Models for Separate Business LUWs;
Figure 194 illustrates the Canceling of one LUW Independently of
Another LUW; and

19 Figure 195 illustrates the Context Copying Protects Context Boundaries.

20
DETAILEDDESCRIPTION OF THE PREFERRED EMBODIMENTS
A...and flexible applications.

Disadvantages

Three-tier architectures are highly flexible. This flexibility comes with
the cost of being more complex to implement.

Limitations.

Additional tool (middleware) selection
Longer implementation times
Greater development costs associated with additional tier
More complex planning
Additional Skills
Extra Hardware
Greater complexity for maintenance, configuration management
PRESENTATION 1000

67
Presentation Services enable...to print the report after the generation
if specified in the original request.

Processed report records are removed from the table only after the
output reports have been archived. Implementation and...

16/3,K/12 (Item 12 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00784138
SYSTEM, METHOD, AND ARTICLE OF MANUFACTURE FOR A REQUEST BATCHER IN A
TRANSACTION SERVICES PATTERNS ENVIRONMENT
SYSTEME, PROCEDE ET ARTICLE MANUFACTURE POUR MODULE DE MISE EN LOTS DES
REQUETES DANS UN ENVIRONNEMENT CARACTERISE PAR DES SERVICES
TRANSACTIONNELS

Patent Applicant/Assignee:

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(Residence), US (Nationality)

Inventor(s):

BOWMAN-AMUAH Michel K, 6426 Peak Vista Circle, Colorado Springs, CO 80918
, US,

Legal Representative:

HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly, LLP, 1400 Page
Mills Road, Palo Alto, CA 94304, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200116733 A2-A3 20010308 (WO 0116733)
Application: WO 2000US23885 20000831 (PCT/WO US0023885)
Priority Application: US 99387575 19990831

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CU CZ DE DK DZ EE ES FI GB
GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK
MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG UZ VN
YU ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE

(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG

(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150393

Fulltext Availability:

Detailed Description

Detailed Description

... certificates from both Thawte and Verisign can be utilized.

159

Uncompromised, full 128-bit symmetric encryption is provided in all versions. This provides Netcentric systems used outside of the USA or... to print the report after the generation if specified in the original request.

Processed report records are removed from the table only after the output reports have been archived. Implementation and...administration features like work queue reporting are important administration tools. Some of the areas for monitoring for improvement are employee productivity, process performance, and forecasting/scheduling.

Where any form of customer service is involved, features like status reports on individual cases can sharpen customer response times while performance monitoring of groups and individuals can help quality improvement and efficiency exercises. Note that reports and...

...site to another. As data and application logic are split, better control is needed to track processing/data status across location.

Will there be business process re-engineering?

Is the business process well defined?

If rules...

16/3,K/13 (Item 13 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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00784137

SYSTEM, METHOD, AND ARTICLE OF MANUFACTURE FOR DISTRIBUTED GARBAGE
COLLECTION IN ENVIRONMENT SERVICES PATTERNS
SYSTEME, PROCEDE ET ARTICLE DE FABRICATION EN MATIERE DE RECUPERATION
D'ESPACE REPARTI DANS DES MOTIFS DE SERVICES D'ENVIRONNEMENT

Patent Applicant/Assignee:

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Inventor(s):

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Legal Representative:

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Patent and Priority Information (Country, Number, Date):

Patent: WO 200116729 A2-A3 20010308 (WO 0116729)

Application: WO 2000US24238 20000831 (PCT/WO US0024238)

Priority Application: US 99386435 19990831

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU CZ DE DK DM DZ EE
ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT
LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM
TR TT TZ UA UG UZ VN YU ZA ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE

(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG

(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150959

Fulltext Availability:

Detailed Description

Detailed Description

... an embodiment of the present invention;

Figure 192 illustrates the MVC Implementation with Global Model;

Figure 193 illustrates the Separate Models for Separate Business LUWs;

Figure 194 illustrates the Canceling of one LUW Independently of

Another LUW; and

19

Figure 195 illustrates the Context Copying Protects Context Boundaries.

20

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS...administrators and
production support personnel.

It includes components such as.

Job scheduler

Software distribution

Error monitor

Data backup and restore

Help desk

37

Security administration

High-Availability

Hardware management

Performance monitors

Startup / shutdown procedures

Report management tool

Disaster Recovery

Network Monitoring Tools

Cross Platform Management Tools
Considerations-all environments
To ensure that you are asking the...just the execution architecture.

A mission-critical high-volume transaction delivery vehicle may require special performance tuning tools in the development architecture, as well as real-time monitoring tools in the operations architecture.

Also different technology generations may require special services in all three environments.

When working...

...that the execution architecture to a large degree drives the requirements for the development and operations architectures. For example if a heterogeneous, distributed execution architecture is selected, both the development and operations environments must reflect this.

How can the delivery vehicle framework be useful?

Refocus users and...904

G1. The Client has the resources, organizations and processes necessary for the development and operation of a Host based application.

Before a Host based application is developed, it is important...and flexible applications.

Disadvantages

Three-tier architectures are highly flexible. This flexibility comes with the cost of being more complex to implement.

Limitations.

Additional tool (middleware) selection

Longer implementation times

Greater development costs associated with additional tier

More complex planning

Additional Skills

Extra Hardware

Greater complexity for maintenance, configuration management

PRESENTATION 1000

67

Presentation Services enable...

16/3,K/14 (Item 14 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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00784134

A SYSTEM, METHOD AND ARTICLE OF MANUFACTURE FOR A CONSTANT CLASS COMPONENT
IN A BUSINESS LOGIC SERVICES PATTERNS ENVIRONMENT
SYSTEME, PROCEDE ET ARTICLE MANUFACTURE UN COMPOSANT DE CLASSE DE CONSTANCE
DANS UN ENVIRONNEMENT DE SCHEMAS DE SERVICES DE LOGIQUE D'AFFAIRES

Patent Applicant/Assignee:

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(Residence), US (Nationality)

Inventor(s):

BOWMAN-AMUAH Michel K, 6426 Peak Vista Circle, Colorado Springs, CO 80918
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Legal Representative:

HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly LLP, Suite 3800,
2029 Century Park East, Los Angeles, CA 90067-3024, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200116726 A2-A3 20010308 (WO 0116726)

Application: WO 2000US24188 20000831 (PCT/WO US0024188)

Priority Application: US 99387213 19990831

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)

AL AM AT AU AZ BA BB BG BR BY CA CH CN CU CZ DE DK EE ES FI GB GE GH GM
HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK MN MW MX
NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG UZ VN YU ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150446

Fulltext Availability:

Detailed Description

Detailed Description

... manner in which the maintain customer activity operation of the
present

invention launches its view;

Figure 135 illustrates the view configurer launching the maintain
customer view operation; Figure 136 illustrates a flowchart for a
method for testing successfulness of an operation having pre...Figure 194
illustrates the Canceling of one LLTW Independently of Another LUW; and
1 9

Figure 195 illustrates the Context Copying Protects Context Boundaries.

20

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS...to be used for
application development, how well does the tool
perform during production?

72

Computational , network, data retrieval, and display speeds differ for
products. Factors to consider are whether the...from a process running on
one machine to a process running on another machine. In addition ,
connection management provides services that initiate a connection,
gracefully terminate a connection, and handle abrupt...or Canada) based
upon infort-nation in the request message.

Is Reliable Queueing Necessary?

TP monitors provide the ability to enqueue and dequeue requests to and
from a reliable (stable storage...windows. Concurrent batch and on-line
processing poses serious challenges to data integrity, throughput and
performance .

Batch application programs can include business processing such payroll,

billing, etc. and can also include...In the case of a report generation request, the process flow proceeds as follows.

A record is added to the report status table.

A message is sent to the report writer...

...to the event manager for report scheduling.

228

Report deletion proceeds as follows.

The report record is removed from the report status table.

The report file is removed from disk.

Status...administration features like work queue reporting are important administration tools. Some of the areas for monitoring for improvement are employee productivity, process performance, and forecasting/scheduling.

240

Where any form of customer service is involved, features like status... certainly components. When the local chariot maker invented a new wheel (one that promised greater speeds and improved reliability on a wider variety of terrain), chariot owners would replace their worn...

16/3,K/15 (Item 15 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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00784132

A SYSTEM, METHOD AND ARTICLE OF MANUFACTURE FOR A LEGACY WRAPPER IN A COMMUNICATION SERVICES PATTERNS ENVIRONMENT
SYSTEME, PROCEDE ET DISPOSITIF POUR MODULE D'HABILLAGE EXISTANT DANS UN ENVIRONNEMENT DE SCHEMAS DE SERVICES DE COMMUNICATION

Patent Applicant/Assignee:

ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US

(Residence), US (Nationality)

Inventor(s):

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HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly, LLP, 1400 Page Mill Road, Palo Alto, CA 94304, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200116724 A2-A3 20010308 (WO 0116724)

Application: WO 2000US24084 20000831 (PCT/WO US0024084)

Priority Application: US 99386834 19990831

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CU CZ DE DK DZ EE ES FI GB GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG UZ VN YU ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150947

Fulltext Availability:

Detailed Description

Detailed Description

... an embodiment of the present invention;

Figure 192 illustrates the MVC Implementation with Global Model;

Figure 193 illustrates the Separate Models for Separate Business LUWs;

Figure 194 illustrates the Canceling of one LUW Independently of

Another LUW; and

19

Figure 195 illustrates the Context Copying Protects Context Boundaries.

20

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS...ned. Today, most personal computer software accomplishes this by means of an event loop which monitors the mouse, keyboard, and other sources of external events and calls the appropriate parts of...administrators and production support personnel.

It includes components such as.

Job scheduler

Software distribution

Error monitor

Data backup and restore

Help desk

37

Security administration

High-Availability

Hardware management

Performance monitors

Startup / shutdown procedures

Report management tool

Disaster Recovery

Network Monitoring Tools

Cross Platform Management Tools

Considerations-all environments

To ensure that you are asking the...and flexible applications.

Disadvantages

Three-tier architectures are highly flexible. This flexibility comes with the cost of being more complex to implement.

Limitations.

Additional tool (middleware) selection

Longer implementation times

Greater development costs associated with additional tier

More complex planning

Additional Skills

Extra Hardware

Greater complexity for maintenance, configuration management

PRESENTATION 1000

67

Presentation Services enable...a process running on one machine to a process running on

169

another machine. In addition, connection management provides services that initiate a connection, gracefully terminate a connection, and handle abrupt...to print the report after the generation if specified in the original request.

Processed report records are removed from the table only after the output reports have been archived. Implementation and...

...In the case of a report generation request, the process flow proceeds as follows.

A record is added to the report status table.

A message is sent to the report writer...is involved, features like status reports on individual cases can sharpen customer response times while performance monitoring of groups and individuals can help quality improvement and efficiency exercises. Note that reports and...

...site to another. As data and application logic are split, better control is needed to track processing/data status across location.

Will there be business process re-engineering?

Is the business process well defined?

If rules...components. When the local chariot maker invented a new wheel (one that promised

255

greater speeds and improved reliability on a wider variety of terrain), chariot owners would replace their worn...

16/3,K/16 (Item 16 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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00784126

SYSTEM, METHOD, AND ARTICLE OF MANUFACTURE FOR AN EXCEPTION RESPONSE TABLE
IN ENVIRONMENT SERVICES PATTERNS

SYSTEME, PROCEDE ET ARTICLE DE PRODUCTION DESTINES A UNE TABLE DE REPONSE
D'EXCEPTION DANS DES CONFIGURATIONS DE SERVICES D'ENVIRONNEMENT

Patent Applicant/Assignee:

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Inventor(s):

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Legal Representative:

HICKMAN Paul L (et al) (agent), Oppenheimer Wolff & Donnelly LLP, 38th
Floor, 2029 century Park East, Los Angeles, CA 90067-3024, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200116706 A2-A3 20010308 (WO 0116706)
Application: WO 2000US24086 20000831 (PCT/WO US0024086)
Priority Application: US 99387873 19990831

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CU CZ DE DK DZ EE ES FI GE
GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK
MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG UZ VN
YU ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE

(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG

(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150318

Fulltext Availability:

Detailed Description

Detailed Description

... in SAF are special purpose frameworks that may not directly fit into the current Delivery Vehicle definition.

They may be extensions to the delivery vehicle frameworks such as Call Center, Mobile...administration features like work queue reporting are important administration tools. Some of the areas for monitoring for improvement are employee productivity, process performance, and forecasting/scheduling.

241

Where any form of customer service is involved, features like status reports on individual cases can sharpen customer response times while performance monitoring of groups and individuals can help quality improvement and efficiency exercises. Note that reports and...

16/3,K/17 (Item 17 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00784125

SYSTEM, METHOD, AND ARTICLE OF MANUFACTURE FOR PIECEMEAL RETRIEVAL IN AN INFORMATION SERVICES PATTERNS ENVIRONMENT
SYSTEME, PROCEDE ET ARTICLE DE FABRICATION DESTINES A LA RECHERCHE FRAGMENTAIRE DANS UN ENVIRONNEMENT DE MODELES DE SERVICES D'INFORMATIONS

Patent Applicant/Assignee:

ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US
(Residence), US (Nationality)

Inventor(s):

BOWMAN-AMUAH Michel K, 6426 Peak Vista Circle, Colorado Springs, CO 80918, US,

Legal Representative:

HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly, LLP, 38th Floor, 2029 Century Park East, Los Angeles, CA 90067-3024, US,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200116705 A2-A3 20010308 (WO 0116705)
Application: WO 2000US24085 20000831 (PCT/WO US0024085)
Priority Application: US 99386433 19990831

Designated States:

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AL AM AT AU AZ BA BB BG BR BY CA CH CN CU CZ DE DK EE ES FI GB GE GH GM
HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK MN MW MX
NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG UZ VN YU ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 150355

Fulltext Availability:

Detailed Description

Detailed Description

... and flexible applications.

Disadvantages

Three-tier architectures are highly flexible. This flexibility comes with the cost of being more complex to implement.

Limitations.

Additional tool (middleware) selection

Longer implementation times

Greater development costs associated with additional tier

More complex planning

Additional Skills

Extra Hardware

Greater complexity for maintenance, configuration management

PRESENTATION 1000

66

Presentation Services enable...to print the report after the generation if specified in the original request.

Processed report records are removed from the table only after the output reports have been archived. Implementation and...

16/3,K/18 (Item 18 from file: 349)

DIALOG(R)File 349:PCT FULLTEXT

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00784119

A SYSTEM, METHOD AND ARTICLE OF MANUFACTURE FOR A REFRESHABLE PROXY POOL IN A COMMUNICATION ENVIRONMENT

SYSTEME, PROCEDE ET ARTICLE POUR GROUPE D'ELEMENTS MANDATAIRES (PROXY) RAFFRAICHISSABLES DANS UN ENVIRONNEMENT A CONFIGURATIONS DE SERVICES DE COMMUNICATION

Patent Applicant/Assignee:

ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US

(Residence), US (Nationality)
Inventor(s):
BOWMAN-AMUAH Michel K, 6426 Peak Vista Circle, Colorado Springs, CO 80918
, US,
Legal Representative:
HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly LLP, 1400 Page Mill
Road, Palo Alto, CA 94304, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200116668 A2-A3 20010308 (WO 0116668)
Application: WO 2000US24113 20000831 (PCT/WO US0024113)
Priority Application: US 99386239 19990831
Designated States:
(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)
AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU CZ DE DK DM DZ EE ES
FI GB GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA
MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ
UA UG UZ VN YU ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English

Fulltext Word Count: 149976

Fulltext Availability:
Detailed Description
Claims

Claim

... report. Component-based development can result in significantly
different window counts for similar functionality. In addition, the
fixed versus variable nature of costs should be considered. Start-up
costs are often not simply a variable percentage of the...network 1/0 a
bigger issue? Are there obvious bottlenecks? These are all key questions.
Performance metrics focuses attention and provides confidence
Second, just the simple act of measuring and tracking performance
focuses attention in a positive way. Tools such as language profilers and
memory-leak checkers...objects it is recomputed six times. These
situations are very easy to identify with a performance monitor that
tells you where the program spends most of its time; it is not uncommon
...

16/3,K/19 (Item 19 from file: 324)
DIALOG(R)File 324:GERMAN PATENTS FULLTEXT
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0004301787 **Image available**
Verfahren zur Überwachung von Mehrmotorenantrieben
Procedure for the monitoring of multi-motor drives
Patent Applicant/Assignee:
Robert Bosch GmbH 70469 Stuttgart, DE,,
Inventor(s):

Kaefer Oliver, 71711 Murr, DE,,
Niemann Holger, 71634 Ludwigsburg, DE,,
Hagman Per, 70469 Stuttgart, DE,,
Seel Andreas, 71282 Hemmingen, DE,,
Patent Information (Country, Number, Kind, Date):
Patent DE 102005062870 A1 20070705
Application DE 102005062870 20051229

Priority application(s): DE 102005062870 20051229

Publication Language: German; Application Language: German
Fulltext Word Count (English): 4125
Fulltext Word Count (German): 3318
Fulltext Word Count (Both) : 7443
Fulltext Availability:
Description (English machine translation)

Description (English machine translation)
... with itself, since the function level of the Steller in the monitoring
of the vehicle price increase would have to be illustrated.

Setting of tasks

Representation of the invention

With the procedure in accordance with the available invention it is
determined whether a too high drive moment is present due to a not
placable moment one...

...the single drives to the vehicle price increase. The vehicle tax
equipment transfers the current operation limits of the single drives
in the monitoring level (2nd level). Additionally to the accomplished
moment comparison regarding the agreement of target moment...

...each case moment range, which can be supplied by the respective single
drives, flows into the computation . Furthermore by the fact it is
guaranteed that the vehicle price increase requests only such
target being, which can be supplied also by the single drives of...

16/3,K/20 (Item 20 from file: 324)
DIALOG(R)File 324:GERMAN PATENTS FULLTEXT
(c) 2008 UNIVENTIO/THOMSON. All rts. reserv.

0003057394 **Image available**
Verfahren und Vorrichtung zur Steuerung der Antriebsleistung eines
Fahrzeugs
Method and device for controlling the drive power of a vehicle
Patent Applicant/Assignee:
BOSCH GMBH ROBERT, DE
Inventor(s):
KNOSS MARTIN DIPL ING, DE
Patent Information (Country, Number, Kind, Date):
Patent DE 4314118 A1 19941110
Application DE 4314118 19930429

Priority application(s): DE 4314118 19930429 (Original format: DE 4314118

)
Publication Language: German; Application Language: German
Fulltext Word Count (English): 7090
Fulltext Word Count (German) : 5512
Fulltext Word Count (Both) : 12602

Fulltext Availability:
Description (English machine translation)
Claims (English machine translation)
Description (German)

Claims (English machine translation)

... indicate a procedure and a device for the controlling of the drive power of a vehicle with which working reliability and availability are satisfyingly guaranteed . This is reached by the fact that at least two control units are intended, which...

...controller, can the additional transfer option by information in favourable way with view of the monitoring of the speed automatic controller function, it as the information " speed automatic controller permitted" or "" between the control units, in particular between the speed regulation does...

...43 14 118 AI to be heittransferred. Thus a increased working reliability results with the speed automatic controller enterprise from use of the redundancy of the monitoring measures in both controllers. A particularly favourable application erfin-5 would dung-in accordance with...

...working reliability. It is in connection with the Fahrgeschwin-25 digkeitsregelung favourably that the computationand monitoring of the speed regulation are accomplished in the first arithmetic and logic unit of the first control unit...

...54 with the control unit 38, furthermore the control unit 38 can represent a transmission price increase , a ABS -/ASR-to system, etc.. In remark variation in type the control unit 38 can represent only a computing element for the monitoring of the function of the control unit 10 for the controlling...

...If this is the case, in the inquiry step 306 it is examined whether the speed regulation enterprise is permitted this effected for example on the basis the brake operation signal, on the basis a minimum speed threshold and other monitoring criteria, which admit from the state of the art for speed automatic controllers are. If the FGR is-enterprise permits, then in the step 307 it...

16/3,K/21 (Item 21 from file: 324)
DIALOG(R)File 324:GERMAN PATENTS FULLTEXT
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0002903833
SYSTEM UND VERFAHREN ZUR AUTOMATISCHEN FAHRZEUGSTEUERUNG
Patent Applicant/Assignee:
ZEXEL CORP, JP
Inventor(s):

BORCHERTS ROBERT H, US

Patent Information (Country, Number, Kind, Date):

Patent	DE 4221015	A1 19930114
Application	DE 4221015	19920626

Priority application(s): US 91/22661 19910628 (Original format: US 72266191)

Publication Language: German; Application Language: German

Fulltext Word Count (English): 6466

Fulltext Word Count (German) : 5207

Fulltext Word Count (Both) : 11673

Fulltext Availability:

Description (English machine translation)

Claims (English machine translation)

Description (German)

Claims (English machine translation)

with the video sensor unit and also with the control switch for the speed is connected for the evaluation of the video picture frameworks;whereby the processor unit begins with the evaluation of the video pictures, if the vehicle driver operated at least the speed control switch;and a vehicle tax checking device for automatic controlling of the controlling of...

...the vehicle speedwith a speed control unit, which exhibits a manually operatable switchfor activating the speed control;Processing of the multiplicityof Vi-deobildrahmen for the evaluation and recognition of the roadway borders of the road before the vehicle, based on predicted possible places of the roadway borders in the picture; Determinethe roadway direction;Supply with to a control answer, which holds the vehicle in so a desired position within the roadway;Control of the vehicle price increase , around the vehicle withinthe roadway to hold as function of the evaluation of the roadway...

...control can be necessary, in order to connect the video speed system with the standard vehicle equipment, in order to guarantee that both systems function correctly. The second additional system component is a warning device 54...with the video input unit (12) and also with the control switch (26) for the speed is connected, to the evaluation of the video picture frameworks;whereby the processor unit (14) begins with the evaluation of the video pictures, if the vehicle driver operated at least the speed control switch (26);and an automatic vehicle tax checking device (16-20, 32) to automatic...

...contains a manually operatable control control switch (24), and the system the automatic vehicle tax monitoring unit (16-20, 32) akti-fourth, if the driver operated both the speed control switch (26) and the control control switch (24). 3. System according to requirement 2...

...speed with a speed control unit, which exhibits a manually operatable switch for activating the speed control;Processing of the multiplicity from video pictureframeworks to the evaluation and recognition of the roadway borders ofthe road before the vehicle, based on predicted possible...

16/3,K/22 (Item 22 from file: 324)
DIALOG(R)File 324:GERMAN PATENTS FULLTEXT
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0002258658

VORDER- UND HINTERRADLENKEINRICHTUNG FUER FAHRZEUGE
FORE - AND HINTERRADLENKEINRICHTUNG FUR VEHICLES

Patent Applicant/Assignee:

HONDA GIKEN KOGYO K K TOKYO TOKYO, JP,, JP

Inventor(s):

HAMADA TEISURO, JP

FURUKAWA YOSHIMI, JP

KAWAMOTO YOSHIMICHI, JP

SERIZAWA MITSUYA, UTSUNOMIYA, TOCHIGI, JP,, JP

Patent Information (Country, Number, Kind, Date):

Patent DE 3610461 A1 19861009

Application DE 3610461 19860327

Priority application(s): JP 8562362 19850327 (Original format: JP 6236285
)

Publication Language: German; Application Language: German

Fulltext Word Count (English): 3504

Fulltext Word Count (German) : 2776

Fulltext Word Count (Both) : 6280

Fulltext Availability:

Description (English machine translation)

Claims (English machine translation)

Description (German)

Claims (English machine translation)

... valuey the rear wheels is only by the front wheel-Lenkwinkeisignal x,
tomake which vehicle speed signal u and vehicle condition signal z
determines, however is it desirably monitoring , whether the tax
error is within a certain range or not, by the with a...

...process (A) the angular rate of yaw 20 Wp , which is regarded as desired
value, computed according to the collection results of the different
sensors and the increase of the angular rate of yaw $iw = w - w$ for a
certain increase rear wheel-guidance angle $\Delta y = y - y_n$ or the
sensitivity coefficient of the $y - y$...

...center 5 of the vehicle of arranged gyroscopes with two degrees of
freedom. The angular rate of yaw desired value w becomes into the
increment Δw with the help of a division process (C) as relationship
between the angular rate of yaw desired value w_n , which in that 10
computation process (A) is computed, and which actually measured
angular rate of yaw w converted.Furthermore...

...angular rate of yaw side acceleration as size for the determination of
the handlingof the vehicle , the control is guaranteed . With the
remark examples described above the different, accomplished by the
computer 19 implemented process...

16/3,K/23 (Item 23 from file: 324)
DIALOG(R)File 324:GERMAN PATENTS FULLTEXT
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0002148349
STEUEREINRICHTUNG ZUM BEEINFLUSSEN VON SPURGEBUNDENEN FAHRZEUGEN IN
ABLAUFANLAGEN
CONTROLLING SYSTEM ZUM BEEINFLUSSEN OF TRACK BOUND VEHICLES IN COURSE
INSTALLATIONS

Patent Applicant/Assignee:

LICENTIA PATENT-VERWALTUNGS-GMBH 6000 FRANKFURT, DE,, DE

Inventor(s):

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Fulltext Word Count (German) : 1707

Fulltext Word Count (Both) : 3776

Fulltext Availability:

Description (English machine translation)

Description (English machine translation)

... geschilder-ten disadvantage thereby to avoid that one the Laufziclo
marked in a so-called operational sequence memory thereupon examines,
which departments for a certain course education track are intended and
how large the numberof departments is, between ever -, those, as the
experience...

...for other all expiration related to jeweilsin the
questioncoming-Zugbildungsgleue vorge for the course education track
are certain s, daß-de Richtungsgleis already before beginning of the
Zerlegevorgan-nannte operation sequence would thus suck itself for
course formation-5 ges very exactly from the knowledge...

...same course education track einlau-happens run the evacuation of the
section andthen fende departments derive to let. From temporal 10 by
appropriate promotion car price increase guarantee -distance is to
bederived now a size for it, carries out is the fact that...

...well-known gleisbremse 4 schaltmitteln in a Rchtungs, not represented
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...mechanism as measure for the maximum permissible promote-strains connected, which f Ur each direction track the operation sequence-first department of it is not sufficient i.e., also time between the different operational sequence for jewei-with the suggested shunting plant comes it despite-Ilgen of direction tracks calculates before beginning of the Zerle-forwards that the foerderwagen its starting position of giving...

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...to evacuation in becomes as following car data list diejenicinem limited range behind that direction track -it ge interpreted departments set up with that the shortest operation sequence brake only accomplished time results. Thus it is ensured that that, if between expirations...

...the foerderwagen always stands for the removal of critical pilot formations 25 behind the direction track brake by the consideration of the as exactly as possible determined operation sequence time at the beginning of the direction track in readiness.

***Subject search – Non-Patent Literature, Non Full-Text

File 2:INSPEC 1898-2008/Nov W4
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 (c) 2008 ProQuest Info&Learning
 File 65:Inside Conferences 1993-2008/Dec 17
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 File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
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 File 256:TecInfoSource 82-2008/Jul
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 File 63:Transport Res (TRIS) 1970-2008/Nov
 (c) fnt only 2008 Dialog
 File 95:TEME-Technology & Management 1989-2008/Dec W1
 (c) 2008 FIZ TECHNIK
 File 81:MIRA - Motor Industry Research 2001-2008/May
 (c) 2008 MIRA Ltd.
 File 14:Mechanical and Transport Engineer Abstract 1966-2008/Oct
 (c) 2008 CSA.

Set	Items	Description
S1	13405	(AUTOMOBILE?? OR VEHICLE?? OR CAR OR CARS OR TRUCK OR TRUCKS OR SEDAN OR SEDANS OR SUV OR SUVS OR MOTORCYCLE??)(10N)(INSURANCE?? OR GUARANT? OR SURETY OR SURETIES OR COVERAGE??)
S2	1250013	(RECORD??? OR TRACK??? OR MONITOR??? OR ACQUIR??? OR ACQUISITION? OR EVALUAT???? OR ASSESS????)(S)(LOCATION?? OR LOCAL-E?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR DECELERATION?? OR OPERATION?? OR REAL()TIME()INFORMATION OR PERFORMANCE)
S3	428621	(COST OR COSTS OR CHARGE OR CHARGES OR RATE OR RATES OR PREMIUM OR PREMIUMS OR PRICE OR PRICES OR PRICING OR BILL OR BILLS OR BILLING OR FEE OR FEES)(10N)(INCREMENT OR INCREMENTS OR INCREASE OR INCREASES OR RISE OR RISES OR ADDITION??)
S4	90447	S3(S)(DETERMIN? OR CALCULAT? OR FIGURE?? OR FIGURING OR COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR COMPUTATION?? OR DERIVE?? OR DERIVING OR DERIVATI?)
S5	20910	S3(10N)(FIRST OR INITIAL OR ORIGINAL OR LEADING OR EARLY OR EARLIEST OR PRIMARY)
S6	749	S5(S)(TRANSMIT???? OR TRANSMISS? OR SEND??? OR CONVEY???? - OR FORWARD??? OR SUBMIT???? OR SUBMISSION??)
S7	22	S6(S)(CONTRACT??? OR UNDERWRIT??? OR ENTITY OR ENTITIES OR INSURANCE(2W)(COMPAN??? OR BROKER??))
S8	251392	(ENCRYPT????? OR CODE?? OR CODING OR ENCIPHER??? OR RESTRICT???? OR DECRYPT???? OR DECIPHER??? OR DECOD??)(S)(LOCATION?? OR LOCALE?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR DECELERATION?? OR OPERATION?? OR REAL()TIME()INFORMATION OR PERFORMANCE)

S9 33368 S8(S) (ACCESS OR KEY OR KEYS OR PASSKEY OR PASSKEYS OR PASS-
WORD??)
S10 6 S1 AND S2 AND S4
S11 0 S1 AND S2 AND S6
S12 19 S1 AND S2 AND S8
S13 0 S1 AND S7
S14 75 S1 AND S8
S15 0 S14 AND S4
S16 10 S14 AND S3
S17 0 S1 AND S6
S18 33 S10 OR S12 OR S16
S19 31 RD (unique items)
S20 19 S19 NOT PY>2003

20/5/1 (Item 1 from file: 2)

DIALOG(R)File 2:INSPEC

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05917233 INSPEC Abstract Number: C9505-3360B-040

Title: Learning capabilities for improving automatic transmission control

Author(s): Fournier, L.

Author Affiliation: Dept. of Comput. Sci., Stanford Univ., CA, USA
p.455-60

Publisher: IEEE, New York, NY, USA

Publication Date: 1994 Country of Publication: USA xii+611 pp.

ISBN: 0 7803 2135 9

Conference Title: Proceedings of the Intelligent Vehicles '94 Symposium

Conference Sponsor: IEEE Ind. Electron. Soc

Conference Date: 24-26 Oct. 1994 Conference Location: Paris, France

Language: English Document Type: Conference Paper (PA)

Treatment: Practical (P); Theoretical (T)

Abstract: We analyzed the gear-box position selection (GPS) problem on automatic transmission (AT) and proposed an algorithm, based on learning control, to improve vehicle behavior and driver satisfaction. Our approach guarantees optimization of vehicle performance and adaptation to the driver's style with road condition sensitivity. This improvement has been achieved by combining three knowledge acquisition sources: embedded dynamic models of powertrain, inductive inspection of driver actions and AT designer expertise; and by adding learning capabilities in order to significantly increase the system autonomy. Technically, GPS raises the following four problems which this paper addresses: (1) To achieve vehicle performance optimization of multiple antagonistic criteria, locally and globally over time, we considered a parametric discriminant function depending on an evaluation of the driver satisfaction and so called driver-style-state functions, as a reward for the system, and applied a reinforcement learning algorithm, derived from Q-learning method and combined with a mechanism to escape local optima. (2) Learning directly from the driver is performed when he selects AT ratio in manual mode. (3) Each driver's personal style is represented by a Glass creation/selection mechanism. (4) GPS raises a few singularities which are addressed by a set of restriction rules derived from AT control expertise. (5 Refs)

Subfile: C

Descriptors: intelligent control; learning (artificial intelligence); learning systems; road vehicles

Identifiers: automatic transmission control; gear-box position selection; learning control; vehicle behavior; driver satisfaction; road condition sensitivity; knowledge acquisition; embedded dynamic models; powertrain; inductive inspection; performance optimization; multiple antagonistic criteria; parametric discriminant function; driver-style-state functions; reinforcement learning algorithm; Q-learning method; Glass creation/selection mechanism; singularities

Class Codes: C3360B (Road-traffic system control); C1340E (Self-adjusting control systems); C1230 (Artificial intelligence)

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20/5/2 (Item 1 from file: 583)
DIALOG(R)File 583:Gale Group Globalbase(TM)
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09898823
Svart lVda registrerar Saabf6rare
Sweden: New Saabs include black box
Svenska Dagbladet (XUX) 08 Oct 2002 p.06
Language: SWEDISH

In the last year, new Saab 9-3s and 9-5s have contained a black box similar to the black box recorder in airplanes. The device records the speed, acceleration, indicator use and the angle of the steering wheel during the last seven seconds before the car stops. Saab refuses to allow police and insurance companies access to the coded information when they are investigating accidents, saying it does not want its customers to be monitored in this way.

COMPANY: SAAB

PRODUCT: Cars (3711CA); Motor Vehicles & Parts (3710); Property & Liability Insurance (6330);
EVENT: Product Design & Development (33); Marketing Procedures (24);
COUNTRY: Sweden (5SWE);

20/5/3 (Item 2 from file: 583)
DIALOG(R)File 583:Gale Group Globalbase(TM)
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09663778
Autostrade e Rc auto, ancora rincari
Italy: Vehicle insurance premiums to rise in 2002
La Repubblica (UBI) 28 Dec 2001
Language: ITALIAN

Motorists will be hit by increased car insurance expenses and higher fuel prices in 2002. The recent Opec agreement to limit the extraction of oil will soon take effect on the petrol price. Further, the Autostrade company is due to announce an increase in motorway tolls, to be imposed from 1 January 2002. The switch to Euro payments on private roads will see charges rounded up or down to the nearest EUR 0.10, with the exception of the Naples bypass, for which tolls in Euro payments will be rounded to the nearest EUR 0.05. Increases in car insurance premiums are expected to be as high as 101% in cases, depending on the profile and location of

the driver. The national federation of consumers, Federconsumatori, has recently called for the Minister for the Economy, Giulio Tremonti, to extend his request to the state railways to delay their charge increases to include car insurers. Major reforms for the entire vehicle insurance sector are being called for by union members and politicians, both in opposition and in government. The lowest premiums in particular will see the highest price rises. An 18-year-old in Palermo insuring himself for the first time will, in the worst case, pay an extra 101%. Increases of up to 75% and 70% are expected in Milan and Rome, respectively. Federconsumatori protests that the figures reveal an absence of true competition in the sector. Added charges are only set to be minimal in those cases where the premiums are already high, such as EUR 9,000 for an 18-year-old in Naples, EUR 3,500 in Rome and EUR 4,125 at Bologna. Federconsumatori protests further that such discrepancies should have prompted intervention from the insurance monitoring body, Isvap.

COMPANY: AUTOSTRADE

EVENT: Commodity & Service Prices (72);
COUNTRY: Italy (4ITA);

20/5/4 (Item 3 from file: 583)
DIALOG(R)File 583:Gale Group Globalbase(TM)
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06653846

INDONESIA: NEW ITINERARY FOR IMF REFORM PROGRAM
INDONESIA: NEW ITINERARY FOR IMF REFORM PROGRAM
Jakarta Post (XAS) 29 Jun 1998 p.7
Language: ENGLISH

Upon agreement with the International Monetary Fund (IMF) on the 24 June 1998, the newly rescheduled itinerary for Indonesia's economic reform program subsidised by IMF is as follows: By 2003: - tariffs on non-food agricultural items to be cut down gradually to not more than 10% By 2001: - arrangements for the privatisation of state banks By 2000: - local content program for motor vehicles will be abolished By end program: - Other non-tariff barriers and remaining restrictions of quantitative import will be abolished After program period: - launch deposit insurance scheme - abolish all limitations on bank lending, except to finance small-scaled companies or for prudential purposes - abolish all limitations on exports - continuous effort by IBRA to supervise or close down banks that could not fulfil the requirements for solvency or liquidity Throughout the program: - introduce restrictions upon and eliminate Bank Indonesia (BI) credits to public sector firms and public agencies - launch program to eliminate BI's interests in private banks - incorporate all off-budget funds into budget through the provisions under the Nontax Revenue Law of May 1997 Fiscal year 1998/1999 - launch micro credit scheme to help small enterprises - ensure reforestation programs to be fully financed by reforestation funds - maintain purchasing power of poor in urban and rural areas by establishing community-based work package By 1 April 1999: - provide mechanism for the regular changes of administered food prices - completion of sales listed state companies' additional shares - divestiture of three additional unlisted companies completed - to sell at least 25% of Indonesian Banks Restructuring Agency (IBRA) banks by 1999 By 31 December 1998: - Speed up conversion to cleaner fuel - taxes on logs and swan timber exports to cut

to 20% - draft and imposition of environment law - cut number of land conversion and start issuing performance bonds Before 1 November 1998: - review on the financial, system and portfolio of banks not with IBRA by international audit firms By 30 September 1998: - draft regulations on acquisition, merger and exit procedures - framework for privatisation and management of government assets (closure, restructuring or privatisation) and transparent sales of government assets

COMPANY: IMF; INTL MONETARY FUND

PRODUCT: Government (9000); Pollution Control (4950); Environment Department (9106EV); Oil & Energy Products (2900); Electric, Gas & Water Utilities (4900); Motor Vehicles & Parts (3710); Agriculture, Forestry, Fishing (0100); Lumber (2421);
EVENT: International Economic Relations (95); Government Domestic Functions (97); Taxation (92); Government Regulations (93);
COUNTRY: Indonesia (91NO);

20/5/5 (Item 4 from file: 583)
DIALOG(R)File 583:Gale Group Globalbase(TM)
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06253317
Stdttsche erhvht Dividende
AUSTRIA: BIG INSURERS PREDICT 1995 RESULTS
Der Standard (XGO) 13/14 Jan 1996 p.21
Language: GERMAN

Erste Allgemeine reports a group premium income of Sch 36.8bn for 1995, unchanged from 1994. The company refers to tight competition in the European Union. It is not too concerned about European competition in the Austrian market. The company's premiums from direct insurance in Austria grew 1% to almost Sch 24bn. Underwriting result was described as "good". Hungarian operations recorded a 31% increase in premiums in local currency terms and made profits. Another big Austrian insurance company, Wiener Stdttsche recorded a 8.8% increase in premiums to Sch 26.5bn despite the company's withdrawing from loss-making motor vehicle insurance operations such as insurance for lorries. Growth was derived mainly from life insurance. The principle of the lower of cost or market undermined the financial result.

COMPANY: WIENER STADTISCHE; ERSTE ALLGEMEINE VERSICHERUNG
PRODUCT: Insurance (6300);
EVENT: Companies Activities (10); Company Reports & Accounts (83);
COUNTRY: Hungary (6HUN);

20/5/6 (Item 5 from file: 583)
DIALOG(R)File 583:Gale Group Globalbase(TM)
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06019993
ITT Says Earnings Fell 3.4% In Quarter, Lifts Ciga Stake
US: ITT REPORTS PROFIT FALL, LIFTS STAKE IN CIGA
Wall Street Journal Europe (WSJ) 21 Jul 1994 p.3
Language: ENGLISH

The hotels, insurance, financial services and automotive products group ITT has reported a fall in net income in the 1994 second quarter, although without one-off charges and gains there would have been a rise of 19%. ITT has also lifted its stake in Ciga of Italy from 20.3% to 24% and may be required by Italian law to acquire a further 24%. It also plans to speed up its share-buyback programme. Table: ITT Figures in USD mn . Current Previous Turnover 22,000 - Pre-tax Profits - - Net Profits 258 267 ITT's insurance operations were responsible for USD 10.3bn of the revenue figure , while the hotel operations accounted for around 15% of revenue.

COMPANY: CIGA; ITT

PRODUCT: Hotels & Motels (7011); Financial Services (6000); Motor Vehicle Parts (3714); Insurance (6300);
EVENT: Company Acquisitions (16); Company Reports & Accounts (83);
COUNTRY: Italy (4ITA); United States (1USA);

20/5/7 (Item 6 from file: 583)
DIALOG(R)File 583:Gale Group Globalbase(TM)
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03904252

FAA TO START SATCOM TESTS IN 1991

US - FAA TO START SATCOM TESTS IN 1991

Rotor & Wing International (RWI) 0 December 1990 p34-36

ISSN: 0191-6408

The employment of satellites in commercial aviation applications has been surprisingly slow as the industry normally relies on just tried and tested technology such as HF for long-range communications. However, in 1991, the FAA will start satcom tests with a B747. The military will also from 1991 share its GPS with civil users once the majority of its 24-satellite network is up and running. Trimble Navigation, avionics company, is getting involved early on, offering decoders to provide GPS' exact navigational data. Article assesses new satellite technology, including the AvTrak from Railstar Control Technology, which employs geostationary satellites which retain their position relative to the earth, providing coverage throughout the day and exact location information for ground vehicles .

PRODUCT: Electronic Chemicals (2800EC); Airborne Nav aids (3662AN); Helicopter Engines (DEAV);
EVENT: PRODUCTS, PROCESSES & SERVICES (30);
COUNTRY: United States (1USA); NATO Countries (420); South East Asia Treaty Organisation (913);

20/5/8 (Item 1 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)
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00628231

DA

TITLE: NECK INJURIES AMONGST FRONT SEAT BELTED AND UNBELTED CAR OCCUPANTS:
SEAT BELTS AND NECK INJURIES

AUTHOR(S): Bourbeau, R

CORPORATE SOURCE: Montreal University, Canada, Centre de Recherche sur les Transports P.O. Box 6128, Station A, Montreal, PQ, Canada

Page: 22p

PUBLICATION DATE: 19920000 PUBLICATION YEAR: 1992

LANGUAGE: English SUBFILE: HRIS (H 9204)

AVAILABILITY: National Technical Information Service; 5285 Port Royal Road ; Springfield; VA ; 22161

ORDER NUMBER: MIC-92-04641/WTS

ABSTRACT: This paper presents part of the results of a recently completed research project on safety belts. The study concentrates on cervical injuries, mainly neck sprains, sustained by belted and unbelted front seat occupants involved in two-car crashes. Data were obtained from the Societe de l'assurance automobile du Quebec (SAAQ), which covers all road accidents with injuries that occur in the province of Quebec. Data files were constructed by linking computer files containing victim information from insurance claims, police accident reports, car registrations, and drivers' licences. Additional information on injury descriptions including pains and updates to these descriptions for at least one year after the crash was added from medical records and accident configurations from police records at the SAAQ. The injuries were coded using the International Classification of Diseases and their severity was quantified with the Abbreviated Injury Scale. Similar accidents were grouped together according to authorized speed limit, vehicle weight, and crash configuration. A loglinear model was then constructed for the odds ratio.

DESCRIPTORS: SEAT BELT USAGE; NECK INJURIES; FRONT SEAT PASSENGERS; INJURY SEVERITY; MEDICAL RECORDS; RESEARCH PROJECTS

SUBJECT HEADING: H51 SAFETY

20/5/9 (Item 2 from file: 63)

DIALOG(R)File 63:Transport Res(TRIS)

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00478059 DA

TITLE: OLDER DRIVER PROFILE 1985-1986

CORPORATE SOURCE: Iowa Department of Transportation, 800 Lincoln Way, Ames, IA, 50010 ,

Page: 12p

PUBLICATION DATE: 19870600 PUBLICATION YEAR: 1987

LANGUAGE: English SUBFILE: HRIS (H 8804)

AVAILABILITY: Iowa Department of Transportation; 800 Lincoln Way ; Ames ; IA ; 50010

FIGURES: Figs. TABLES: Tabs.

REFERENCES: 5 Ref.

ABSTRACT: Drivers 65 and older comprise nearly 15% of Iowa's licensed drivers. By the year 2020, this percentage will increase significantly. Therefore, a review of driving records and accident statistics by age group was done to identify possible performance problems associated with older drivers. Older drivers are more likely to be required to use corrective lenses, or carry license restrictions such as daylight driving only, use of outside mirrors, and other special written restrictions (including mileage and speed limitations). Older drivers have fewer convictions and accidents per 100 drivers than younger age groups, making older drivers a relative low-risk group. However, studies by the California Department of Motor Vehicles (Huston, 1986), the Insurance Institute for Highway Safety (Fleming,

1986), and the National Public Services Research Institute (September 1982) have all shown that older drivers have more accidents per mile driven than other drivers except the under-25 age group. This shows many older drivers compensate for decreased driving capabilities by limiting their driving miles, driving only during the day, and avoiding adverse driving conditions. Problems with older drivers' eyesight and slower reaction times are evident in the increase of failure-to-yield convictions and broadside collisions in which they are involved.

DESCRIPTORS: ELDERLY DRIVERS; DRIVING RECORDS; TRAFFIC ACCIDENT; STATISTICS ; DRIVER PERFORMANCE; DRIVER VISION; RESTRICTIONS; REACTION TIME

SUBJECT HEADING: H52,HUMAN FACTORS; H51,SAFETY; I83,ACCIDENTS AND THE HUMAN FACTOR

20/5/10 (Item 3 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)
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00376844 DA
TITLE: ADOLESCENTS AND MOTORCYCLE SAFETY: THE CASE FOR HEALTH ADVOCACY
AUTHOR(S): Doolittle, RP; Brown, RT; Boshell, A
CORPORATE SOURCE: American Academy of Pediatrics, P.O. Box 1034, Evanston, IL, 60204,
REPORT NUMBER: HS-030 076
JOURNAL: Pediatrics Vol: 64 Issue Number: 6 Pag: pp 963-965
PUBLICATION DATE: 19791200 PUBLICATION YEAR: 1979
LANGUAGE: English SUBFILE: HSL (\$ 8304)
AVAILABILITY: American Academy of Pediatrics; P.O. Box 1034 ; Evanston ; IL ; 60204
REFERENCES: 18 Ref.
DATA SOURCE: National Highway Traffic Safety Administration

ABSTRACT: Increased morbidity and mortality in the adolescent population are related to motorcycle accidents; the adolescent male has a 2% chance of being killed or seriously injured for each year he owns a motorcycle. Motorcycle accidents, which represented 1.5% of 1977 U.S. motor vehicle accidents, accounted for 6.1% of the fatalities. Of all motorcycle accidents, 90% involve personal injury or death vs. 9% of all other motor vehicle accidents. Motorcycle injuries are most frequent among male drivers between 15 and 24 years of age, with a peak at age 18. There is an important association between head injury and death. Helmet law repeal in 22 states has resulted in an increase in the incidence and severity of injury and fatality rates. Head and major bone and joint injuries account for considerable morbidity. Driver age, collision type, speed, engine size, and driver stature are also related to the incidence and/or severity of injury. Unexpectedly, driver education has not demonstrated a difference in crash, death, or injury rates. Physicians and other health professionals need to identify the population at risk among their patients and to stress the appropriate safety measures. Individuals and health organizations should join in a strong effort for legislative action in several areas: helmet laws, license restriction, decreased engine size, driver education, mandatory accident insurance, stricter competency requirements for all motor vehicle drivers, and media awareness programs.

DESCRIPTORS: ADOLESCENT; MOTORCYCLE DRIVERS; TRAFFIC SAFETY; TRAFFIC ACCIDENT; MALE DRIVERS; HELMETS; FATAL ACCIDENTS; LAW

20/5/11 (Item 4 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)
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00198198 DA
TITLE: VEHICLE ANTI-THEFT SECURITY SYSTEM DESIGN. VOLUME I: SUMMARY REPORT
AUTHOR(S): Howland, JS
CORPORATE SOURCE: Little (Arthur D), Incorporated, 25 Acorn Park, Cambridge
MA, 02140, National Highway Traffic Safety Administration, 400 7th
Street, SW, Washington, DC, 20590,
REPORT NUMBER: ADL-C-81215-1 Final Rpt.;DOT-HS-804-339
Pag: 23 p.
SUPPLEMENTAL NOTES: See also Volume 2, PB-296809.
PUBLICATION DATE: 19781200 PUBLICATION YEAR: 1978
LANGUAGE: English SUBFILE: NTIS; HRIS (N; H 8001)
SOURCE ACCESSION NUMBER: u7920
AVAILABILITY: National Technical Information Service; 5285 Port Royal Road
; Springfield; VA ; 22161
ORDER NUMBER: PB-296808/9ST
FUNDING TYPE: Contract
CONTRACT/GRANT NUMBER: DOT-HS-7-01723
DATA SOURCE: National Technical Information Service
PERIOD COVERED: 7710-7812

ABSTRACT: The report covers a comprehensive study of automobile theft and anti-theft system design. A vehicle theft survey was conducted consisting of a literature search and interviews with a wide range of expert sources, including law enforcement officials, insurance personnel, automobile manufacturers, and automobile thieves. The data, which include up-to-date statistics on theft rates, motives, methods, and costs, were analyzed to identify and rank the important performance criteria for anti-theft systems. Based on these criteria, a conceptual design study was conducted to identify anti-theft system concepts. Several promising system concepts were found, and a remote steering lock coded by means of a keyboard in the passenger compartment was selected as optimum for the test system. It was fabricated and installed in a test vehicle. Prior to the installation of the improved system, the factory-equipped locked vehicle was mobilized by an amateur test subject in 50 seconds. The improved system resisted the efforts of a retired professional auto thief who gave up the effort after nearly 17 minutes. This was well beyond the design goal of 10 minutes. The ultimate consumer price increase to cover the system is estimated to be between \$17 and \$36. This is well below the design goal of \$50 which was based on the expected average savings in theft costs over the life of the vehicle. As a result of the survey and the design program, a modified safety standard based on minimum time-to-defeat is recommended as the most straightforward and least design-restrictive approach.

DESCRIPTORS: *AUTOMOBILES; DETECTOR; LATCHES; STEERING; RELIABILITY;
MAINTAINABILITY; SAFETY; DESIGN; COST EFFECTIVENESS; LAW ENFORCEMENT;
THEFT; AUTOMOBILE; SECURITY; COSTS; LOCKS; PERFORMANCE; CONSUMERS
SUBJECT HEADING: H53,VEHICLE CHARACTERISTICS

20/5/12 (Item 5 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)
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00133836 DA
 TITLE: DRIVERS' HANDBOOK
 CORPORATE SOURCE: Freight Transport Association Limited, Sunley House
 Badford Park , Croydon, England
 REPORT NUMBER: Monograph
 Pag: 55 pp
 PUBLICATION DATE: 19741000 PUBLICATION YEAR: 1974
 LANGUAGE: English SUBFILE: HRIS; IRRD (H 7604; I)
 SOURCE ACCESSION NUMBER: IRRD-216966
 IRRD DOCUMENT NUMBER: IRRD-216966
 FIGURES: Figs. TABLES: Tabs.
 PHOTOS: Photos.
 DATA SOURCE: Transport and Road Research Laboratory
 ABSTRACT: This handbook provides up to date rules for drivers of goods vehicles following the introduction of the road traffic act 1974. It describes rules affecting driving, the vehicle, and its use at home and abroad. Laws regarding accidents, driving offences, and vehicle insurance are explained. The heavy goods vehicle driving test is described, permitted driving hours and examples of driving records are given. The laws relating to vehicle operation and the condition of vehicle components are described. Maximum vehicle weights and dimensions are given; the parts of these conditions applying to trailers are examined. The important aspects of the driving of commercial vehicles with reference to the highway code are covered. A chart is provided giving a brief description of rules to follow on international journeys. /TRRL/
 DESCRIPTORS: HANDBOOKS; GOODS MOVEMENT; HEAVY VEHICLE; MOTOR VEHICLE LAWS & REGULATIONS; GROSS VEHICLE WEIGHT; DRIVER TRAINING; COMMERCIAL VEHICLES ; TRAILER; TEXTBOOK; DRIVER; HEAVY VEHICLE ; SPECIFICATION; LEGISLATION; UNITED KINGDOM; OFFENCE; INSURANCE ; ACCIDENT; TRAILER; TRAFFIC REGULATION
 SUBJECT HEADING: H51,SAFETY; H11,ADMINISTRATION; H70,LAW; 3T72,TRAFFIC PLANNING; 3T91,VEHICLE DESIGN AND SAFETY

20/5/13 (Item 1 from file: 95)
 DIALOG(R)File 95:TEME-Technology & Management
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01719801 20030203236
 Tip shift in the zero inertia powertrain
 (Kippschaltung bei der traegheitslosen Kraftuebertragung)
 Serrarens, AFA; Vroemen, BG; Veldpaus, FE; Veenhuizen, PA
 CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct.
 7-9, 2002VDI-Berichte, v1709, n2, pp327-341, 2002
 Document type: Conference paper Language: English
 Record type: Abstract
 ISBN: 3-18-091709-1
 ISSN: 0083-5560

ABSTRACT:
 For any transmission type the vehicle's responsiveness during large and/or fast engine speed shifts may appear reluctant or even counteractive. This is caused by unwanted inertial torques stemming from accelerating or decelerating the rotating elements within the engine and transmission. Reminiscent of comparable behaviour seen in aircraft jet-propulsion, this

phenomenon is also referred to as 'jet-start'. To overcome this behaviour, a CVT powertrain is augmented with a powersplitting planetary gear stage and compact steel flywheel. The new transmission - coded Zero Inertia (ZI) powertrain - seamlessly combines two contradictory features: the driveability in terms of the pedal-to-wheel response is greatly improved and a large leap towards optimal fuel economy can be made. The latter is achieved by cruising the vehicle at extremely low engine speeds owing to the large ratio-coverage of the CVT. As for the driveability, the flywheel acts as a peak shaver. During engine speed shifts it delivers power at (semi-) pedal kick down (downshift) and absorbs kinetic energy of the engine sided powertrain elements at pedal back-out (upshift). In this paper, the behaviour of the ZI system is evaluated in 'tip-shift' mode. In that case the engine speed is linked to the wheel speed through 6 fixed CVT ratios. The engine speed can be altered by selecting different gears using a sequential gear selector stick. Even though this tip-shift mode for CVT equipped vehicles is not new, the appearance of the flywheel in the ZI powertrain will contribute to a different behaviour during gear shifts. These differences will be exemplified through simulation results obtained with three other transmission models viz. AST (Auto Shift Transmission), DCT (Double Clutch Transmission) and a basic CVT. In field experiments the tip-shift in a VW Bora test vehicle with ZI powertrain is compared with a commercially available Mini One with CVT. A test panel of 10 people drove the vehicles, executed predefined tasks and evaluated their findings. The results of these experiments are also reported in this paper.

DESCRIPTORS: DRIVES--MECHANISM; SWITCHING; ANGULAR SPEED; FLYWHEEL; CONTROL REPORT; INERTIAL MOMENTS; PLANETARY GEARING; CLUTCH DEVICES; TORQUE; ACCELERATION; SWITCHING TIME
IDENTIFIERS: ANTRIEBSSTRANG; MOTORDREHZAHL; SCHALTZEITREDUZIERUNG; AST-- (AUTO SHIFT TRANSMISSION); DCT--(DOUBLE CLUTCH TRANSMISSION); TESTFAHRT; CVT GETRIEBE; CVT-Getriebe; Trägheitslosigkeit; Schaltvorgang; Schwungrad

20/5/14 (Item 1 from file: 81)

DIALOG(R)File 81:MIRA - Motor Industry Research
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Insurers get heavy and act to reduce GBP500 million HGV crime bill
thatchams.org - Press Release
July 1, 2002

Document Type: PRESS RELEASE Language: ENGLISH
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In a move to reduce the cost of vehicle crime, The Motor Insurance Repair Research Centre, generally known as Thatcham, has been asked by major insurers to test and rate all new Heavy Goods Vehicles (HGVs) against a set of rigorous security criteria.

Currently the cost of HGV crime is escalating to #500 million per annum, with over 3000 HGVs stolen and never recovered, together with another 40,000 crimes committed against vehicles. However, industry estimates increase this figure to #1billion when the cost of stolen vehicle cargo, downtime and loss of business is taken into account. The human cost of is also high with wrecked businesses, loss of livelihoods and increased

future insurance premiums.

DCI David Ryan, New Scotland Yards Stolen Vehicle Unit, Deputy Chairman of The Joint Action Group of Lorry Theft said:

Dont ask any questions it fell off the back of a lorry, is the much maligned soundbite of illicit pavement traders and some car boot sales.

For a number of years there has been calls for new HGVs to have immobilisers, deadlocks, sophisticated parts marking and anti tilt locking technology.

The news that HGVs will now be tested and assessed by Thatcham and the results made available, will prove to be the single most important impact in reducing the opportunities of lorry thieves in recent years.

The industry will benefit, with higher specification vehicles and owner operators will be better protected. Higher standards of equipment put the driver back in control. Police support and commend this partnership approach. It has a proven track record in passenger cars and I look forward to seeing success in the HGV operating environment

Financed by major insurers, Thatcham has already successfully produced the internationally recognised New Vehicle Security Assessment (NVSA) for Private Cars and Light Commercial Vehicles, which is having a significant impact on crime figures.

Derived from this successful Criteria, the HGV New Vehicle Security Assessment will be independently objective, take into account all relevant European legislation and will comply with the high assessment standards set by Thatcham. The assessment will cover all aspects of the vehicle and test not only alarms and immobilisers, but entry methods, door and ignition locks, parts markings and other security features.

The criteria will form the basis of a new insurance security rating index for HGVs which will be introduced next year. The index will provide a clear picture of the vehicles security performance , providing HGV operators and insurers with information to assess risk and set insurance premiums to reflect that risk.

Ken Roberts, Thatchams Research and Operations Director says:

HGV theft is very much the silent crime, in that it is not often reported. However Thatchams new HGV NVSA will help to reduce these massive costs to the UK economy.

The Motor Insurance Repair Research Centre, or Thatcham as it is widely known was formed in 1969 by British Insurers. The Centre is independently operated and has its own Board of Directors. Its main aim is to carry out research targeted at containing or reducing the cost of motor insurance claims, whilst maintaining safety standards. Thatcham provides products and services for a number of functional areas within collision repair industry: Insurers; Motor Manufacturers; Equipment Manufacturers and Suppliers.

Employing over 110 members of staff, the Centre is well equipped with a range of collision repair equipment which is used for both Research and Training purposes, the Centre also has a Ministry of Transport approved Crash Rig facility.

The Training Centre was opened in 1995 and is one of the most modern and well equipped centres in the world and the only one backed by a research facility.

Descriptors : ANTI THEFT DEVICES; HAULAGE INDUSTRY; INSURANCE SERVICES; SECURITY SYSTEMS; THATCHAM; UK; VEHICLE THEFT

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The new Fiat Palio, Fiat Palio Weekend and Fiat Siena
Fiat - Press Release
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Italy and Brazil again join forces to bring us a car (or rather a family of cars) that constitutes a veritable distillate of innovation, style and engineering. The creativity and automotive know-how that made the Fiat Palio, Palio Weekend and Siena an unprecedented success on the Brazilian market have been revived to offer cars with updated style and content just four years after the initial launch. This is a sign of great vitality and an ability to offer a fast response to customer requirements - or even to pre-empt them.

In 1996, Brazil was the stage for the world launch of the Fiat Palio, the first 'world car' to be produced and launched locally. The up-to-date design of this model introduced new standards for this type of car in the country and the Palio immediately established itself as a benchmark in its segment for safety, performance, style and quality.

The models in the Fiat Palio family went on to become a world success. More than 1.5m have been sold to customers in 41 markets (including Germany, Italy, France, Spain, South Africa, Morocco, Russia, Vietnam and India). The car is produced in ten countries and sold in and exported to another 31. Nowadays the Fiat Palio, Palio Weekend and Siena are present in four continents and Brazil accounts for 80% of total Palio family model production. These figures serve to emphasise Brazil's importance within the world motoring industry.

Fiat therefore decided to give the 178 family a major facelift and bring in new standards of quality and engineering with the aim of consolidating and extending its presence in Brazil and other markets where the Palio is already a success.

The three profoundly different cars we see today are the outcome of in-depth research, innovative research, exhaustive testing and investment in up-to-date production processes. The three cars guarantee high standards of quality and engineering and represent a true qualitative leap as far as good looks, comfort, safety and performance are concerned.

Traditional, demanding customers and also customers who seek practicality and driving satisfaction will all be able to meet their present and future needs from the Palio family.

New cars inside and out: Fiat Auto is offering all-new cars with its Fiat Palio, Palio Weekend and Siena 2000 range. Suffice it to say that 80% of the components have been changed.

New cars, and also cars that are absolutely reliable: Eighty prototypes and 185 pre-production cars were manufactured before the final product was accepted. These were driven for a total of 1.7m kilometres in Brazil and Italy. The results of all this hard work are cars that are not just good looking but also comfortable and high-tech with an extremely favourable quality-price ratio.

The main substantial changes are as follows:

Style: While respecting the layout of the original design, the stylist's pencil has adjusted the body of all three models to make them even more attractive and in tune with current taste. The interiors, on the other hand, are completely new. Redesigned features include the facia, instruments, door panels and seats. All these aspects now offer ergonomics, comfort, practicality and safety on a par with those of bigger cars.

Engineering: Brand-new 8 and 16 valve FIRE 1.0 engines now join the excellent FIRE 1.3 16v, launched in Brazil just a few months ago, and the 16 valve 1.6 Torque fitted to top-of-the-range versions. All power units have been improved to ensure more torque is available at lower rpms with better fuel economy. The fully overhauled suspension makes the Fiat Palio, Fiat Palio Weekend and Fiat Siena much more nimble and comfortable. These are the first cars to be fitted with the electronic system known as V.E.N.I.C.E. (Vehicle Network with Integrated Control Electronics), which offers greater reliability and comfort for driver and passengers. The range of top-quality options includes a latest-generation ABS with active sensors and an EBD (Electronic Brake Distribution). All models can also be fitted with airbags and pretensioners of the latest type.

Comfort: The Fiat Palio, Palio Weekend and Siena are easier and more satisfying to drive due to the addition of an electronic clutch as standard on all versions. The ventilation system has undergone changes to increase the output and make it more noiseless. A new radio with CD player has been added and a CD changer can be fitted in the console as an option. The Fiat Palio family is the only model sold in Brazil that offers customers this possibility. The already comprehensive outfit has been extended to include new items of standard equipment and options. We need mention but one: follow-me home lights. Acoustic comfort has also been increased. This is borne out by an outstanding articulation index, i.e. the parameter that measures ability to hold a conversation in a normal voice when on board.

All these new features improve three cars that are already much appreciated by customers and ensure the Fiat Palio, Fiat Palio Weekend and Fiat Siena are now the most up-to-date, innovative and comprehensive cars in their respective segments in Brazil. Apart from these attributes, they are also one of the best buys in the segment in terms of value for money. The very extensive range also includes versions and trim levels for every need.

The Brazilian market: From the end of 1997 to the beginning of 2000, car

sales plummeted in Brazil as a result of the economic crisis suffered by the country. New manufacturers also entered the Brazilian market at the same time. Yet Fiat succeeded in holding on to a share equal to 25% of the total market.

In Brazil, segment A, i.e. cars with capacities up to 1000 cc, accounts for more than half of new car sales and thus attracts the attention of all local manufacturers. Despite the launch of new models and lively competition, the Fiat models occupy a position of great importance within this segment. With the advent of the new Palio, Fiat aims to become the high volume production car leader.

Fiat significantly increased its share of segment B when it launched a Fiat Palio with a 1.3 16v engine. This car has stood its ground in the face of dangerous rivals. The new Fiat Palio with 1.3 16v or 1.6 16v engines represents an excellent response to different customer needs within this market band.

Fiat's position in segment C1, i.e. the compact saloon segment, is reinforced by the launch of the new Siena. The company aims to absorb some 25% of this market.

The compact station wagon segment, segment Cw, has grown in importance in recent years. Much of this growth has been due to the launch of the Fiat Palio Weekend, which has updated the image of these cars. The model swiftly became the leader in this segment and consolidated its position by launching innovative versions such as the Adventure. This position will almost certainly be reinforced by the arrival of the new Fiat Palio Weekend.

Fiat Automveis, biggest manufacturer in Brazil: Fiat Automveis is the youngest of the four big Brazilian manufacturers and Fiat Auto's biggest automotive unit outside Italy. Recently it achieved an important goal when it became the biggest manufacturer in the country (33% of national production) and leader in car sales within the Southern Cone Common Market, Mercosul. This result was achieved as a result of Fiat's ability to innovate at all times and in everything: engineering, safety and customer service.

Another example of Fiat Automoveis's success is represented by the percentage growth recorded during the period between 1981 and 1999: while the market grew by 225%, Fiat's growth over the same period was 497%.

The Betim plant in the state of Minas Gerais, Brazil went into operation on July 9 1976.

Fiat has been responsible for building up one of the country's main industrial centres around the plant. It accounts for some 10% of Gross Domestic Product for the State of Minas Gerais and has created 20,500 jobs, including 11,500 direct jobs and 9000 indirect jobs. A further 50,000 jobs have been created within dealerships and suppliers.

Current daily production is 1740 cars and 1200 engines per day and the company continues to invest in new technology and products. \$1.5bn was invested during the period between 1997 and 2000 and the range of new ventures included two new factories: one producing FIRE power units and an IVECO-FIAT light commercial vehicle production plant.

Fiat's presence in Brazil has always been marked by innovation. Examples include the first car to run on alcohol in Brazil, the first pick-up derived from a saloon, the first one-litre engine, the first 16-valve power unit, the first turbo engine, the first car with an airbag and the first five-cylinder engine. Fiat was also responsible for introducing a six-speed gearbox to the country and the first small pick-up with a long cab. And now its new people's car is going from strength to strength.

The choice of Brazil as a base for the launch of the Palio world car also brought Brazil into the wider scenario of the world motor industry.

Setting trends: Fiat is not just innovative as far as products are concerned. During its 24 years of production in Brazil, the company has always been bold enough to take the initiative and sometimes even to set trends. For example, it gained two international certifications ISO 9002 and ISO 14001 simultaneously. And it also launched the Autonomy programme that made Fiat the first and only manufacturer to produce a factory-built car for the disabled. And Fiat's Youth programme is linked with a series of initiatives that will involve 10m public and private school students throughout the country this year.

Fiat - which has been made an Honorary Citizen of Betim - invests more than Reais5m each year in social and educational campaigns and its Perpetual Motion programme (a branch of the Fiat Youth program) plays an important part in supporting the education and training of Brazilian students. The programme takes the form of a set of up-to-date teaching materials (distributed free to schools in the country) that are designed to prompt classroom debate on the important topics of alcohol and drug abuse, road rage and environmental protection.

The discovery of Brazil: As part of its Youth project, Fiat has invested more than Reais10m in the production of 'Retrato do Brasil', a set of 24 short films that aim to tell youngsters from Brazil, Europe and other Mercosul countries about Brazil's cultural, natural and economic heritage. The aim of the shorts is to send out a message of hope for the country and bolster the sense of citizenship and respect for Brazil's roots. The films have been distributed to more than 5000 Brazilian schools and are one of the most important projects included in the celebrations to commemorate the 500th anniversary of the Discovery of Brazil.

The new cars in detail:

Styling: When Fiat Auto asked the Italian designer Giorgetto Giugiaro to rethink the styling of these three 178 models for the third millennium, he drew his inspiration from the world, with all its diversity of peoples and cultures. The new hatchback, saloon and station wagon are perfectly in tune with all possible environments and taste. They are true citizens of the world.

Their salient features include distinctive styling, up-to-date design and strong personality.

The car bodies have been individually designed to maintain and reinforce the identity of each model. The rear ends of all three cars have kept their original clean-cut lines, which harmoniously blend form and function to please the eye while giving efficient service.

New, clear sidelights give the entire 178 family a distinct identity of its own. The redesigned tailgate and bumpers are reminiscent of much bigger cars.

The front end looks strong and up-to-date without going over the top. The bonnet, wings, bumpers, headlights and front grille have been radically altered.

Altogether, all three models give the impression of being much bigger than they really are.

Engines: Engineering is one of the most important aspects of the new design. Engines, safety devices, suspension and even the exterior lighting management system have all been designed and developed using state-of-the-art components and systems. The outcome is a range of vivacious cars that represent good value for money while offering greater reliability, safety and comfort.

Some of the most exciting new features are concealed beneath the bonnet and can be appreciated as soon as you press the accelerator.

One example is the new FIRE 1.0 engine specially designed to meet the needs of the Brazilian market. The new power units use the tried-and-tested engineering configuration developed for the 1.3 FIRE 16v engine. For customers, this means fuel economy and excellent performance with high torque values at low rpms. The Fiat Palio, Fiat Palio Weekend and Fiat Siena specifications are as follows:

1.0 FIRE 8v 1.0 FIRE 16v 1.3 FIRE 16v 1.6 Torquel6v POWER 55 bhp at 5,500 rpm 70 bhp at 6,000 rpm 80 bhp at 5,500 rpm 106 bhp at 5,500 rpm TORQUE 8.5 kgm at 3,500 rpm 9.6 kgm at 4,000 rpm 12 kgm at 4,000 rpm 15.4 kgm at 4,500 rpm.

The new 8 and 16 valve 1.0 FIRE engines are extremely efficient. The torque curve of the new 8v engine, for example, is particularly flat between 2500 and 4250 rpm - and incidentally the engine also achieves 94% of maximum torque at just 2000 rpm. This means faster reactions and extra reserves when tackling gradients and other situations requiring extra strength. This power unit is, however, chiefly remarkable for its thrift.

The new 1.0 FIRE 16v engine is technologically advanced and built for lightness, durability and reliability. It offers great driving satisfaction and is extremely docile. Despite category-beating performance, it remains highly economical: it can do 13.0 km/l in town traffic and 17.4 km/l on a motorway. The new 1.0 FIRE 16v is fitted throughout the new Palio family.

ELX versions of all three cars can also be fitted with the 1.3 16v FIRE engine. This engine made its debut in March 2000 and represents an ideal compromise between performance and fuel economy: it is the ideal choice for those who require outstanding performance for low fuel input.

The range is topped by the Palio ELX, the Palio Stile, the Palio Weekend Stile and the Palio Adventure, equipped with a revised version of the 1.6 Torque engine. This now offers 0.3 kgm more max. torque than the previous edition - and at just 2000 rpm, i.e. a 0.4 kgm increase. In other words, even more torque at lower engine speeds. All this makes for increased

driving satisfaction and lower fuel consumption. Fuel economy is one of this engine's great advantages: it was found to use 8% less than the previous version of the 1.6 Torque 16v when tested in accordance with ABNT (Brazilian Technical Standard Association) rules.

These engines were designed with the focus on two main goals: low fuel consumption and driving satisfaction. The outcome is a range of high-tech engines that are lighter and more efficient. Some new features such as a plastic intake manifold, micro hybrid electronic injection and lighter connecting rods have now been extended to the entire FIRE range. Other features, such as the accelerator Drive By Wire system and aluminium engine block are present only on 16 valve engines.

Mechanicals: Many mechanical changes have also been made to raise the cars' standards of reliability and comfort.

Hydraulic clutch: All models now come with this device for smoother operation without cable-borne vibration and noise. A hydraulic clutch also reduces running costs because it does not require adjustment. Suspension: The suspension has been completely overhauled to improve car comfort and handling levels.

The front suspension is based on an independent MacPherson configuration and all models come with a new subframe with lower wishbones to improve stability and increase overall component strength. New smaller, lighter side load springs react to side forces more effectively to ensure car behaviour is agile and precise on corners.

The hatchback and saloon come with a torsion beam rear suspension with independent wheels and antidive bar. The station wagon suspension is independent with tie rods and antidive bar. The dampers and springs have been reset for greater driving comfort.

Two important changes have also been adopted to give the suspension an ideal balance between sportiness, comfort and safety. Front wheel track has been increased and the wheelbase of all models has been slightly lengthened.

Pedals. The pedal unit has been disconnected from the driveline to reduce vibrations transmitted to the steering wheel and increase driving comfort. Each pedal now also comes with its own special interface: the accelerator is Turning circle. This has been reduced to facilitate manoeuvres in tight spots and while parking. It has dropped from 10.4 to 9.8 metres in the case of the hatchback and saloon; from 10.5 to 10.1 metres on the station wagon.

VE.N.I.C.E. system: The new cars feature an array of high-tech systems to increase comfort, reliability, economy, duration and driving satisfaction. These include the electronic devices that form part of VE.N.I.C.E. (Vehicle Network with Integrated Control Electronics)

This CAN (Computer Architecture Network) controls the function of three electronic control units: body computer, engine control and instrument panel ECUs. The network allows the three electronic memories to interconnect and exchange information. The number of wires (23% fewer), terminals and connections is thus reduced to increase overall system reliability and cut component weight (2.8 kg lower). Above all, the VE.N.I.C.E. system makes the car more comfortable, reliable and efficient by improving on-board functions.

Functions include: exterior lighting management and power supply; a latest-generation Fiat CODE; heated rear window timer; interior lighting control and timer; door open and exterior lighting check.

Comfort: The new Palio family interiors blend harmoniously with their exterior styling and ensure category-beating comfort, space, ergonomics and safety for all three models.

Nothing has been left to chance in the passenger compartment: colours, material texture, visual and tactile impressions and spaces have been carefully chosen. Everything has been designed with great care by draughtsmen and designers.

The main new interior features are as follows:

Facia: In two colours with smooth lines, allows an excellent view of the new instrument faces and offers extremely convenient access to all controls. New instruments have been added and the mileometer and trip counter now come with a liquid crystal display. The available space has also been rationally redistributed to make room for a convenient oddment compartment. Central console: More roomy and now comes with a storage compartment and a compartment for a CD changer (optional). The gear lever and handbrake knobs can be grasped more comfortably and safely. Front seats: New shape, differential density foams offer firm support to the body to make time spent in the car more pleasant. Front seat adjustments are more precise and seat travel has been increased by 20 mm for the benefit of taller occupants. The reach adjustment system now also rolls on bearings to reduce the effort required to move the seat. The seat cloths are also new and help create a stylish, more welcoming interior. On two door versions, the front seats come with an easy entry system: the seats return to their previously set position once the squab has been folded down to let a passenger into the back of the car. Climate control system: The climate control system has been fully redesigned to increase air flow, lower system noise and promote the efficiency of one extremely important safety function, i.e. demisting. The passenger compartment heating and cooling systems have become faster and more effective as a result of changes to the recirculation system, blended air temperature settings and flow distribution layout. The brand-new fan, for example, supplies more air volume but works more silently. All cars also come with air recirculation and a three-speed fan (four-speed on air-conditioned models) All these improvements ensure a well-ventilated, silent passenger compartment with an ideal climate. New radio system: This is designed to be built into the facia and incorporates a CD player, new coaxial rear speakers, bigger front speakers and new tweeters to ensure superb playing quality. Other features: The steering wheel, is now better looking and easier to hold. The restyled Fiat badge in the middle now identifies all new brand products. The door panels come with different, more comfortable armrests and are equipped with redesigned storage compartments. The trim cloths are also new, with exclusive designs that are pleasing to the touch. The ignition keys also include a transponder for communication with the immobiliser (Fiat CODE) fitted as standard to all models. A car alarm remote control is an option.

Since the adoption of the VE.N.I.C.E. system, the new Palio family offers the following brand-new functions:

Follow-me: keeps the dipped lights on for 30 seconds (or multiples of 30

seconds) even with the engine off. The follow-me function is activated by operating the light flasher control within 2 minutes after turning off the engine. Each time the control is operated, the lights stay on for another 30 seconds. Maximum activation time is five minutes. Windscreen wiper: The new Palio family comes with a smart device comprising a two speed wiper and a washer that operate in sequence: first the screen washer and then the wipers. Rear wiper: On Style versions this comes with a timer, smart washing system and reversing assistance. When you engage reverse with the windscreen wiper in operation, the rear wiper also comes on automatically. Heated rear window: The heated rear window timer is controlled by engine rpm but not during the first ten minutes of operation. During the next ten minute period, the timer is controlled by engine speed: rpm levels below 1000 disconnect the system for ten seconds; speeds above 1000 rpm for longer than five seconds activate the system, which goes off automatically after 20 minutes. Interior lighting: This includes a system with timer and automatic deactivation complete with reading spotlights on Style versions and alarm-fitted versions. In the last case, the light compartments also contain a remote reception circuit and ultrasound modules for volumetric control. When the ignition is off and one of the doors is open, the interior lights stay on for three minutes. If a door stays open for longer than three minutes, the lights go off and come back on when another door is opened. The lights go off when the car is started. With the ignition on, the lights come on when a door is opened and go off when the door is closed. When a door is opened, the interior light comes on and stays on for ten seconds after the door has been closed.

One-touch windows: The driver's window opens or closes at one touch of the switch. Door and exterior lighting check: The V.E.N.I.C.E. system checks for open doors and notifies the driver. It also lets the driver know if one or more exterior lights are not working. Outdoor temperature gauge: Top-of-the-range versions come with an outdoor temperature gauge with a sensor located inside the rear view mirror on the driver's side. A temperature reading appears on a liquid crystal display on the instrument panel.

Low noise levels: Much has been done on the new Fiat Palio to eliminate all noises that could disturb the occupants. The success of this operation is borne out by an excellent articulation index, i.e. the parameter that measures ability to hold a conversation in a normal voice inside the passenger compartment.

Models in the new Palio family achieve excellent results for this aspect. Their articulation indexes are at the top of their respective categories and some 15% better than the average for the segment. The new Fiat Palios thus offer good acoustic comfort that contributes significantly to their occupants' sense of wellbeing.

Exterior noise has also come under attack. Even though Brazilian law allows a car to emit up to 77 dBA, the Palio family has been built to European standards because it is a World Car. All cars thus emit less than 74 dBA. Safety: The Fiat Palio was responsible for introducing new safety standards to Brazil at the time of its launch four years ago: the model offered devices that had never before been adopted on cars of its segment in Brazil because it is built to European impact safety regulations. The Palio was also the first car in its segment to offer a double airbag.

Palio family models have now become the benchmark in Brazil and other

countries when customers seek a car that offers the best, state-of-the-art devices for preventing accidents (active safety) and minimising their consequences (passive safety).

The new models feature reinforced bodies that have been assessed using one of the most severe crash tests in existence: EuroNCAP (European New Car Assessment Programme, a system funded by the European Union).

The cars did outstandingly well on the test, which involves head-on impact at 64 km/h (instead of 56 km/h as required by current European law).

Active safety: The following factors contribute to active safety:

Suspension, gives the car great stability and excellent handling to ensure the driver full control of the car at all times. Brakes with crossover circuit: if one branch fails, the other ensures system efficiency. Pedal operation has been overhauled to allow smoother, more gradual braking action. ABS + EBD (Electronic Brake Distribution) is an option on all versions. During emergency stops, the system prevents the brakes from locking and allows more accurate correction of the braking pressure on the rear axle. This means that braking force is more effectively distributed and stopping distance is reduced under all load conditions. High torsional rigidity increases car strength to ensure greater stability.

Passive safety: Airbags: New Palio family models come with latest-generation airbags with a smokeless mechanism. The driver's bag also offers even greater protection because its size has been increased from 42 to 45 litres. The passenger airbag can be deactivated when the seat beside the driver is unoccupied. This prevents the airbag deploying unnecessarily if the car crashes. To deactivate the airbag, simply insert the car ignition key into a lock near the handbrake lever and turn. The device is available on all versions of all models. Programmed crumple-zones. Front and rear parts of the car have been designed to crumple gradually during impact and thus absorb kinetic energy that would otherwise be transmitted to the passenger compartment. Survival cell: The passenger compartment, on the other hand, has been greatly reinforced. In effect it is a survival cell that safeguards the occupants against harm. Side impact bars: New side impact bars in the doors are secured to a reinforced central column and bolster the car against side impact. Steering: The steering wheel has also been designed to absorb impact energy and the steering column is designed to crumple. Both devices are built to ensure they do not harm the driver if the car crashes. Anti-submarining. Both front and rear seats come with anti-submarining ridges that prevent the occupants slipping beneath the seat belt. Seat belts with load limiter: In addition to a pretensioner, the seat belts also come with a device that limits pressure exercised on passengers' chests. The limiter also increases the belt's damping efficiency. Bonnet designed to crumple, and hinges with safety catch. These two features prevent the bonnet invading the passenger compartment in the case of head-on collision. Fire Prevention System, FPS: This consists of several components including an all-important inertia switch that shuts off fuel flow in the case of collision. Interior materials with low flame propagation properties also limit potential fire damage.

Care for pedestrians: Fiat Auto has also thought about pedestrian safety. The new Fiat Palio's smooth, rounded bumpers and removable tow-hook help prevent the risk of serious injury.

Theft protection: Safety also means safeguarding your assets. In other words, better devices to protect against car theft and give customers greater peace of mind.

All new cars in the Palio family come out of the factory fitted with an effective Fiat CODE immobiliser. This state-of-the-art device uses a rolling system to change the code each time the car is started. The device is coded in the factory together with the body computer.

Production process: The Fiat Automveis plant of Betim, in Minas Gerais, has undergone the same technological leap as the new Palio family. To produce such up-to-date cars, we need assembly lines of the same standard with equipment and systems built to ensure quality at every step of the process.

Fiat Auto subjected the new Palio family models to rigorous checks and tests before launching them on the market. One of the resources used at this stage was a pilot production line, like the one used in Italy. A production line was built exclusively for preproduction cars at the Betim plant to ensure quality and speed up the new car creation process. The batches tested by Fiat Auto during final production process approval were built on this line.

The new V.E.N.I.C.E. system also required updating of assembly process technology because new Palio family car electric and electronic systems are now controlled by computerised mechanisms. Cars are fitted with unprogrammed versions of the three electronic control units (body computer, engine management and instrument panel ECUs) on the line, i.e. the hardware without the software. At the end of the line, the system reads the bar codes that contain all the specifications for the specific vehicle and installs the corresponding software in the electronic control units.

Now that a Fiat CODE is fitted as standard on all models and versions in the new Palio family, the factory has been re-equipped to code the anti-theft system on the assembly line. The keys (main and spare) are coded in the body computer - and the key codes are matched to a chassis number in the plant database. If the customer loses the car key, a new one can be ordered simply by providing the chassis number.

Advanced technology also rules on the lines where F.I.R.E. (Fully Integrated Robotized Engine) engines are produced. The entire production flow is now brought together by a computer system that co-ordinates and organises production stages and quality control. The aim is to maximise assembly precision to ensure outstanding reliability for the customer. The factory was opened this month and can produce up to 1800 engines per day. It produces 1.0 8v and 16v and 1.3 8v and 16v FIRE engines, with the latter earmarked for overseas markets.

Fiat customer service: Fiat aftersales service completes the satisfaction of owning a new Palio.

A new Palio is not merely a byword for technology, style and comfort - it also represents reliability and safety for the customer. All this adds up to a wide range of aftersales services that customers can call on at all times, wherever they may be.

Fiat on-line: Customers can use the Fiat Automoveis web site - www.fiat.com.br - to configure their new Fiat from the comfort of their own

homes. The system allows them to add up the costs of selected options and total car cost instantly. It even gives them a delivery date. The deal is then concluded at a dealership of the customer's choice. Warranty: Every member of the Palio family comes with a twelve month unlimited mileage warranty. The warranty entitles the customer to Confiat 24 (see below) and guarantees the use of original parts. Extended warranty: The customer can extend the warranty on his or her new Fiat by one year by paying extra. The extended warranty offers all the benefits of the original warranty. Confiat 24 hours: If their own car breaks down, Fiat customers can call on a round-the-clock rescue service operational throughout Brazil. This service applies throughout the original and extended warranty period. Warranty on parts and services: All replacement parts and services carried out by the Fiat Network are guaranteed for twelve months with unlimited mileage. The warranty on parts and services is not linked to the original or extended warranty: the work must simply have been carried out by an authorised Fiat service outlet. Autonomy programme: The new Fiat Palio offers a range of special equipment for the disabled. To provide better service for these customers, many Fiat Dealers are equipped with disabled access, equipment designed to make the visit more comfortable and a specially trained team of salesmen and engineers. Further information can also be obtained from a special hotline. Fiat Credicard International Mastercard/Visa. Customers who buy a new Palio receive a credit card that is interest-free for the first six months. When the card is used - in Brazil or abroad - vouchers are given out for 5% of the amount spent. The vouchers can be put toward the price of the customer's next new Fiat. Accessories: In addition to a long list of standard equipment and options, Fiat buyers can customise their new Palio still further by adding numerous accessories. They can choose an extensive array of accessories designed for sport, comfort and safety directly from their dealer.

Examples of accessories include: station wagon roof rails, multipurpose carrier bar, bike rack, radio with CD changer and speakers and light alloy wheels. Fiat has also added the following accessories for those with small children: bottle warmer and baby-seat sunblind. Safety accessories include a 3rd brake light, net for holding items in the luggage compartment, child seat, baby seat and rear view mirror for monitoring children.

Descriptors : BRAZIL; DATA SHEETS; FIAT; FIAT AUTOMOVEIS; LUXURY CARS;
NEW MODELS; PASSENGER CARS
Section Name : General News
Subject Heading: FIAT

20/5/16 (Item 1 from file: 14)
DIALOG(R)File 14:Mechanical and Transport Engineer Abstract
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0001653919 IP ACCESSION NO: 200806-10-782554
X-33 integrated test facility, extended range simulation.

Sharma, Ashley
Lockheed Martin Corp., Skunk Works, Palmdale, CA USA

STAR, v 37, 22 Nov. 1999
PUBLICATION DATE: 1999

PUBLISHER: NASA, Suite 1M32, Washington, DC, 20546-0001
COUNTRY OF PUBLICATION: USA
PUBLISHER URL: <http://www.nasa.gov>
PUBLISHER EMAIL: public-inquiries@hq.nasa.gov

DOCUMENT TYPE: Journal Article (Abstract Only)
RECORD TYPE: Abstract
LANGUAGE: English
ISSN: 1548-8837
REPORT NO: 19990103157
NOTES: 1998; 1p; In English; Telemetry, 26-29 Oct. 1998, San Diego, CA, USA
Contract(s)/Grant(s): NCC8-115
FILE SEGMENT: Mechanical & Transportation Engineering Abstracts

ABSTRACT:

In support of the X-33 Single Stage to Orbit program, NASA Dryden Flight Research Center was selected to provide continuous communications coverage of the X-33 vehicle from launch, through landing at Malmstrom Air Force Base, Montana and Michaelis Army Air Field, Utah. An extensive real-time range simulation capability is being developed to ensure successful communications with the autonomous X-33 vehicle. This paper will provide an overview of the various levels of simulation being developed to support the X-33 extended range subsystems. These subsystems include the Flight Termination System, L-Band command uplink subsystem and the S-Band telemetry downlink subsystem. In addition, the radar model developed provides continuous azimuth, elevation and range information based on the flight trajectory. The Dynamic Ground Station Analysis model developed by NASA Goddard Space Flight Center, calculate the received signal strength at each ground station. This model takes into consideration Radio Frequency (RF) link parameters such as frequency, antenna gain, space loss, plasma effects and the vehicle's position and attitude at any point in time during the flight path. All three RF links are then attenuated based on this calculated level and the RF signals are sent into telemetry receivers to emulate remote sites, or the power incident on the vehicle from uplinked signals. The best source received telemetry data is then passed back to the Launch and Mission Control Monitoring System (LMCMS) resident in the Operations Control Center. The LMCMS also provides the range simulation system the uplink command combined with differential GPS corrections. Later stages will require the progressive integration of actual range hardware with this simulation effort, leading to communication between telemetry, uplink and FTS antennas at NASA Dryden Flight Research Center, with vehicle antennas mounted on the Walter C. Williams Research Aircraft Integration Facility (RAIF). Decommutated Pulse Code Modulated (PCM) data is displayed on one of the four monitors that comprise the Range Safety Officer's (RSO) station. Also displayed are instantaneous impact prediction models, and Federal Aviation Administration (FAA) data for notification of other traffic in the area. Aside from initiating the flight termination command and validating communication links, the RSO station with the range simulation will be used to provide both range control and range safety officers training. The training is necessary to perform their respective functions with greater levels of confidence prior to first flight.

DESCRIPTORS: Mathematical models; Global Positioning System; Vehicles; Simulation; Radio frequencies; Telemetry; NASA; Satellite navigation systems; Range safety; Antennas; Training; Control systems; Ground stations; Computer simulation; Launches; Dynamics; Space flight; Landing; Flight paths; Traffic flow; Geographic information systems; Dynamical

systems; Research aircraft; Confidence; Monitoring; Missions;
Trajectories; Elevation; Impact prediction; Autonomous
SUBJ CATG: 10, Aerospace Engineering (General)

20/5/17 (Item 2 from file: 14)
DIALOG(R)File 14:Mechanical and Transport Engineer Abstract
(c) 2008 CSA. All rts. reserv.

0001093180 IP ACCESSION NO: 200804-61-437231
Location -based vehicle risk assessment system

Bates, Cary Lee; Jones, Steven Paul; Nelson, Eric John; Santosuosso, John
Matthew

, USA
PUBLISHER URL:
<http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&u=/netathtml/PTO/search-adv.htm&r=1&p=1&f=G&l=50&d=PTXT&S1=7343306.PN.&OS=pn/7343306&RS=PN/7343306>

DOCUMENT TYPE: Patent
RECORD TYPE: Abstract
LANGUAGE: English
FILE SEGMENT: Mechanical & Transportation Engineering Abstracts

ABSTRACT:

An apparatus, program product and method track the location of a vehicle during at least a portion of a period of the time associated with an economic transaction so that risks associated with the actual usage of the vehicle can be accommodated in the costs for the transaction. In particular, a determination is made during a time period associated with an economic transaction as to whether the vehicle is located at a location having an increased level of risk. Costs for the economic transaction are then adjusted based at least in part on the presence of the vehicle in a location with an increased level of risk. In one exemplary environment, car rental rates are adjusted based upon the actual usage of a rented vehicle. In another exemplary environment, insurance premiums are adjusted based upon the actual usage of an insured vehicle. In either event, usage that results in a vehicle being located in areas of comparatively higher risk can be accounted for in additional transactional costs, resulting in improved allocation of risk and minimization of economic inefficiencies.

DESCRIPTORS: Automotive engineering; Automobiles; Risk; Economics;
Adjustment; Automotive components; Optimization; Risk assessment;
Business machines; Minimization; Insurance
SUBJ CATG: 61, Design Principles

20/5/18 (Item 3 from file: 14)
DIALOG(R)File 14:Mechanical and Transport Engineer Abstract
(c) 2008 CSA. All rts. reserv.

0000280981 IP ACCESSION NO: 2001-11-020384
Reference and generic vehicle for the French Hypersonic Technology Program

Falempin, F; Lacaze, H; Wagner, A; Viala, P-L
ONERA, Chatillon, France [Falempin]
PUBLICATION DATE: 1995

CONFERENCE:

AIAA, International Aerospace Planes and Hypersonics Technologies
Conference, 6th, Chattanooga, TN, UNITED STATES, 3-7 Apr. 1995

DOCUMENT TYPE: Conference Paper

RECORD TYPE: Abstract

LANGUAGE: English

REPORT NO: AIAA Paper 95-6008

NO. OF REFS.: 8

FILE SEGMENT: Mechanical & Transportation Engineering Abstracts

ABSTRACT:

In order to give guidelines for studies of scramjet components and some specifications for the development of relevant materials, and also to synthesize step by step the results obtained during this work, a limited part of the French Research and Technology Program for Advanced Hypersonic Propulsion bears on scramjet integration in the global propulsion system, and on propulsion system integration into the vehicle. In this way, a generic vehicle, defined as a single stage vehicle able to go into orbit, albeit without payload, is sketched and its performances are evaluated by trajectory simulation. A first step makes it possible to compare four different concepts for the airbreathing engine and to select, provisionally, one of them for the continuation of the studies. In a second step, an updated generic vehicle configuration is defined by drawing lessons from the first step. Performance evaluation shows that this vehicle is potentially able to fulfill its restrictive mission but design margins are too small to guarantee the feasibility of an operational space launcher. (Author)

DESCRIPTORS: Vehicles; Hypersonic flow; Aircraft components; Automotive components; Propulsion systems; Payloads; Aerospace; Engines; Realizability; Simulation; Drawing; Specifications; Guidelines; Design engineering; Guarantees; Launchers; *French space program; *Hypersonic vehicles; *Air breathing engines; Supersonic combustion ramjet engines; Reusable launch vehicles; Data bases; Aerodynamic characteristics

SUBJ CATG: 11, Aircraft

20/5/19 (Item 4 from file: 14)
DIALOG(R)File 14:Mechanical and Transport Engineer Abstract
(c) 2008 CSA. All rts. reserv.

0000205504 IP ACCESSION NO: 2001-12-011029
METROTECH, DOWNTOWN BROOKLYN, KINGS COUNTY, NEW YORK.

ADDL. SOURCE INFO: EPA number: 870146F, 4 volumes, March 31, 1987
PUBLICATION DATE: 1987

DOCUMENT TYPE: Report

RECORD TYPE: Abstract

NOTES: EPA number: 870146F, 4 volumes, March 31, 1987; EPA number: 870146F,
4 volumes, March 31, 1987

FILE SEGMENT: Mechanical & Transportation Engineering Abstracts

ABSTRACT:

PURPOSE: Rehabilitation of existing academic space and construction of academic, office, retail, and garage space in a 10-block area in downtown Brooklyn, Kings County, New York are proposed. The 17.8 acre Metrotech site is located generally between Flatbush Avenue Extension and Jay Street and between Tech Place and Tillary and Willoughby streets in downtown Brooklyn. The proposed projects would be developed in two phases, Phase I to be completed by the end of 1989 and Phase II to be completed by the end of 1993. The full project would comprise the construction and/or rehabilitation of a total of approximately 4.23 million square feet of academic and commercial space, including conventional office space, retail space, and research and development and technology-oriented commercial space. It would also create 3.3 acres of open space, provide a total of 1,600 parking spaces in garages within project buildings, and include a 1.8 megawatt cogeneration facility. The programmatic goals for the proposed projects include the provision of new or rehabilitated space for academic support activities, a technology library, communications technology activities, commercial development for research and development and technology-related activities, and computer operations. The plan also seeks to create a critical mass of development. The project has specific design and aesthetic goals that encompass the creation of an integrated overall urban design scheme with a central open space and large development sites, the rehabilitation of existing Polytechnic buildings, and the refurbishing and use of two landmarked buildings: the Brooklyn Fire Headquarters and the former First Free Congregation Church. **POSITIVE**

IMPACTS: The project would include modifications to the existing street network. Implementation of the plan would strengthen current educational/institutional use and would introduce substantial commercial office use. The 3.3 acres of open space in the project would increase the amount of space available to area residents and to the daytime population of workers, shoppers, and students. The project would generate a significant number of on-site temporary and permanent employment opportunities while also generating a demand for support services from the local community. This would greatly expand economic activity on the project site and significantly increase local tax revenues. Construction would result in approximately 7,000 person years of construction labor and related service employee labor. Construction-related wage and salary payments for Metrotech would total \$284 million. An estimated 14,500 new jobs would be created on-site. Wage and salary payments associated with these jobs would total approximately \$234 million. In addition, the project guarantees that Polytechnic would remain and expand at its present location, thereby preserving the university employment. The project would generate substantial net fiscal benefits for the city of New York, with estimated total annual tax revenues of \$54.3 million. The project would replace on-site buildings with modern buildings meeting applicable fire and police codes. **NEGATIVE IMPACTS:** The incremental traffic associated with the project (including traffic diversions necessitated by street closings, displacement, and street network modifications) would increase volumes by significant amounts at key locations throughout the study area during all peak-hour periods. The project would generate truck traffic throughout the day. The demand for bus service would increase as a result of Phase I development. The area's parking supply would be tighter than under present conditions. Pedestrian flow conditions would be significantly worsened by the project. It is predicted that the eight-hour carbon monoxide standard would be exceeded at 13 of the 17 receptor sites. The proposed action would result in significant noise impacts in the vicinity of the project as a

result of construction and the increase in traffic. The project proposes the removal of all existing buildings except for five Polytechnic buildings. This would result in the displacement of 200 on-site residents occupying 100 dwelling units, 60 businesses, and 5 government agencies, which presently employ approximately 750 workers. The proposed action would have adverse impacts on historic resources. LEGAL MANDATES: Housing and Community Development Act of 1974 (42 U.S.C. 5301 et seq.) and Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601). PRIOR REFERENCES: For the abstract of the draft environmental impact statement, see 86-0533D, Volume 10, Number 12.

DESCRIPTORS: Buildings; Streets; Traffic flow; Traffic engineering; Commercial buildings; Marketing; Rehabilitation; Position (location); Modification; Fires; Networks; Wages; Salaries; Demand; Displacement; Critical mass; Education; Economics; Resources; Business law; Pedestrians ; Blocking; Environmental impact statements; Construction costs; Computer programs; Carbon monoxide; Government agencies; Construction; Draft; Bypasses; Standards; Relocation; Acquisitions; Noise; Refurbishing; Commercial spacecraft; Guarantees ; Trucks ; Housing; Buses (vehicles)

SUBJ CATG: 12, Spacecraft

***Subject search – Non-Patent Literature, Full-Text

File 15:ABI/Inform(R) 1971-2008/Dec 20
 (c) 2008 ProQuest Info&Learning
 File 20:Dialog Global Reporter 1997-2008/Dec 22
 (c) 2008 Dialog
 File 610:Business Wire 1999-2008/Dec 22
 (c) 2008 Business Wire.
 File 613:PR Newswire 1999-2008/Dec 22
 (c) 2008 PR Newswire Association Inc
 File 624:McGraw-Hill Publications 1985-2008/Dec 19
 (c) 2008 McGraw-Hill Co. Inc
 File 634:San Jose Mercury Jun 1985-2008/Dec 18
 (c) 2008 San Jose Mercury News
 File 810:Business Wire 1986-1999/Feb 28
 (c) 1999 Business Wire
 File 813:PR Newswire 1987-1999/Apr 30
 (c) 1999 PR Newswire Association Inc
 File 9:Business & Industry(R) Jul/1994-2008/Dec 20
 (c) 2008 Gale/Cengage
 File 16:Gale Group PROMT(R) 1990-2008/Dec 08
 (c) 2008 Gale/Cengage
 File 148:Gale Group Trade & Industry DB 1976-2008/Dec 12
 (c) 2008 Gale/Cengage
 File 160:Gale Group PROMT(R) 1972-1989
 (c) 1999 The Gale Group
 File 275:Gale Group Computer DB(TM) 1983-2008/Dec 02
 (c) 2008 Gale/Cengage
 File 621:Gale Group New Prod.Annou.(R) 1985-2008/Nov 24
 (c) 2008 Gale/Cengage
 File 636:Gale Group Newsletter DB(TM) 1987-2008/Dec 08
 (c) 2008 Gale/Cengage
 File 625:American Banker Publications 1981-2008/Jun 26
 (c) 2008 American Banker
 File 637:Journal of Commerce 1986-2008/Jan 01
 (c) 2008 Commonwealth Bus. Media

Set	Items	Description
S1	756009	(AUTOMOBILE?? OR VEHICLE?? OR CAR OR CARS OR TRUCK OR TRUCKS OR SEDAN OR SEDANS OR SUV OR SUVS OR MOTORCYCLE??)(10N)(INSURANCE?? OR GUARANT?? OR SURETY OR SURETIES OR COVERAGE??)
S2	3949015	(RECORD??? OR TRACK??? OR MONITOR??? OR ACQUIR??? OR ACQUISITION? OR EVALUAT???? OR ASSESS????)(15N)(LOCATION?? OR LOCALITY?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR DECELERATION?? OR OPERATION?? OR REAL()TIME()INFORMATION OR PERFORMANCE)
S3	6476443	(COST OR COSTS OR CHARGE OR CHARGES OR RATE OR RATES OR PREMIUM OR PREMIUMS OR PRICE OR PRICES OR BILL OR BILL OR BILLS OR BILLING OR FEE OR FEES)(10N)(INCREMENT OR INCREMENTS OR INCREASE OR INCREASES OR RISE OR RISES OR ADDITION??)
S4	311389	S3(25N)(DETERMIN? OR CALCULAT? OR FIGURE?? OR FIGURING OR - COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR COMPUTATION?? OR DERIVE?? OR DERIVING OR DERIVATI?)
S5	485620	S3(10N)(FIRST OR INITIAL OR ORIGINAL OR LEADING OR EARLY OR EARLIEST OR PRIMARY)

S6 6399 S5(15N)(TRANSMIT???? OR TRANSMISS? OR SEND??? OR CONVEY????
OR FORWARD??? OR SUBMIT???? OR SUBMISSION??)

S7 423 S6(20N)(CONTRACT??? OR UNDERWIT??? OR ENTITY OR ENTITIES -
OR INSURANCE(2W)(COMPAN??? OR BROKER???))

S8 415823 (ENCRYPT????? OR CODE?? OR CODING OR ENCIPHER??? OR RESTRI-
CT????? OR DECRYPT??? OR DECIPHER??? OR DECOD???) (15N)(LOCATI-
ON?? OR LOCALE?? OR LOCALIT??? OR SPEED?? OR ACCELERATION?? OR
DECELERATION?? OR OPERATION?? OR REAL()TIME()INFORMATION OR -
PERFORMANCE)

S9 52919 S8(20N)(ACCESS OR KEY OR KEYS OR PASSKEY OR PASSKEYS OR PA-
SSWORD??)

S10 27 S1(S)S2(S)S4

S11 0 S1(S)S2(S)S7

S12 0 S1(S)S2(S)S6

S13 245 S1(S)S8

S14 20 S1(S)S9

S15 1 S1(S)S6

S16 70 S1(S)S2(S)S5

S17 2 S16(S)S8

S18 8 S1(S)S8(S)S4

S19 54 S10 OR S14 OR S15 OR S17 OR S18

S20 40 RD (unique items)

S21 12 S20 NOT PY>2003

21/3,K/1 (Item 1 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
(c) 2008 ProQuest Info&Learning. All rts. reserv.

00645797 92-60737
Press Pool Inclusion Rules Proposed Defense Department's Proposed Criteria
for Membership in the National Media Pool
Gersh, Debra
Editor & Publisher vl25n42 PP: 12-13, 42 Oct 17, 1992
ISSN: 0013-094X JRNL CODE: EDP
WORD COUNT: 1955

...TEXT: by a set of military security ground rules or face expulsion;
Journalists will be provided access to all major military units, although
special operations restrictions may limit access in some cases;
Military public affairs officers are to act as liaisons and not restrict
reporting; Under open coverage conditions, field commanders will permit
journalists to ride on military vehicles and aircraft when feasible, and
the military will be responsible for transportation of the pool...

21/3,K/2 (Item 2 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
(c) 2008 ProQuest Info&Learning. All rts. reserv.

00453355 89-25142
A Law unto Themselves
Lowe, Stephen; Walters, Michael
ReActions n5 PP: 20-21 May 1989
ISSN: 0953-5640 JRNL CODE: RAC

...ABSTRACT: casualty insurance, 2. a prohibition on bureau ratemaking

activities, 3. a disruption of the traditional automobile insurance rating and underwriting system, and 4. a repeal of restrictions on distribution systems. Some insurers probably will look for ways to lower their California operations or may withdraw completely from the market. The insurance industry's key issue will be whether the Proposition 103 provision can be exported to other states. It...

21/3,K/3 (Item 1 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

28810790 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Q1 2003 Forward Air Earnings Conference Call - Final
FAIR DISCLOSURE WIRE
April 02, 2003
JOURNAL CODE: WFDW LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 3575

...basis, this figure remained flat with last year. We are particularly pleased again with this figure as we brought on over 40 more Owner/Operator trucks, versus last year. We have recently concluded our insurance (Inaudible) process, as a result, our premiums will increase for this upcoming year, between 10 and 15 percent versus last year. Finally, other operating...

21/3,K/4 (Item 2 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

24672917
Canada NewsWire summary of releases for Thursday, August 29, 2002
CANADA NEWSWIRE
August 29, 2002
JOURNAL CODE: WCNW LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 3819

...of computer solutions perseveres with its reorganization: Advantage Link shows a 55% increase in sales figures in second quarter 2002 (a-AdvanLink- increase) C6893 - TORONTO : BMO Bank of Montreal Increases Mortgage Rates (BMO-incr- mortg- rates) C6894 - HALIFAX : VR Interactive Corporation (VRInteractive-results) C6895 - TORONTO : Patheon Inc. to Host Conference Call...

21/3,K/5 (Item 3 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

15006867
BestDay News Summary, Feb. 6, 2001
BESTWIRE
February 06, 2001
JOURNAL CODE: WBSW LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 727

...MERGERS & ACQUISITIONS Hilb, Rogal & Hamilton Co., an insurance and risk-management services provider, said it acquired substantially all of the operations of Dulaney, Johnston & Priest, an insurance agency based in Wichita, Kan. <http://www4.ambest.com...>

21/3,K/6 (Item 4 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

13386844 (USE FORMAT 7 OR 9 FOR FULLTEXT)
ROK's Yonhap: South Korea and China Agree to Further Expand Relations
WORLD NEWS CONNECTION
October 18, 2000
JOURNAL CODE: WWNC LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 410

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... office.
On the economic front, Seoul proposed bilateral cooperation in mobile communication technology such as code division multiple access (CDMA), insurance business rights, car assembly, high-speed rail and nuclear power plants, while Beijing's suggestions focused on the environment, cutting edge...

21/3,K/7 (Item 5 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

13345281 (USE FORMAT 7 OR 9 FOR FULLTEXT)
South Korean president, visiting Chinese premier agree to expand cooperation
BBC MONITORING INTERNATIONAL REPORTS
October 18, 2000
JOURNAL CODE: WBMS LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 416

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... office.
On the economic front, Seoul proposed bilateral cooperation in mobile communication technology such as code division multiple access (CDMA), insurance business rights, car assembly, high-speed rail and nuclear power plants, while Beijing's suggestions focused on the environment, cutting edge...

21/3,K/8 (Item 1 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c) 2008 Gale/Cengage. All rts. reserv.

0018510919 SUPPLIER NUMBER: 133007991 (USE FORMAT 7 OR 9 FOR FULLTEXT)
OECD economic surveys 2002-2003: Belgium.(Illustration)
OECD Economic Surveys - Belgium, 2003, 1(232)

Feb, 2003
DOCUMENT TYPE: Illustration LANGUAGE: English RECORD TYPE:
Fulltext
WORD COUNT: 72940 LINE COUNT: 07693

... repayments and
mortgage insurance.

(5.) This law also requires all second-pillar pension schemes to
guarantee a minimum return and to have more favourable transfer
conditions for employees changing employer.

(6...

21/3,K/9 (Item 2 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c) 2008 Gale/Cengage. All rts. reserv.

15154128 SUPPLIER NUMBER: 92203070 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Current labor statistics.(Statistical Data Included)
Monthly Labor Review, 125, 6, 69(68)
June, 2002
DOCUMENT TYPE: Statistical Data Included ISSN: 0098-1818
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 39226 LINE COUNT: 15191

... employment security agencies by private and State and local
government employers subject to State unemployment insurance (UI) laws
and from Federal, agencies subject to the Unemployment Compensation for
Federal Employees (UCFE) ...of data, State employment security agencies
verify with employers and update, if necessary, the industry, location,
and ownership classification of all establishments on a 3-year cycle.
Changes in establishment classification codes resulting from the
verification process are introduced with the data reported for the first
quarter...

21/3,K/10 (Item 1 from file: 275)
DIALOG(R)File 275:Gale Group Computer DB(TM)
(c) 2008 Gale/Cengage. All rts. reserv.

01635572 SUPPLIER NUMBER: 13720868 (USE FORMAT 7 OR 9 FOR FULL TEXT)
That undefined place called cyberspace. (proceedings of Third Conference on
Computers, Freedom and Privacy)
Ubois, Jeff
MIDRANGE Systems, v6, n9, p43(3)
May 11, 1993
ISSN: 1041-8237 LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT; ABSTRACT
WORD COUNT: 1786 LINE COUNT: 00147

... the computer science department at Georgetown University, defended
her proposal to require registration of public keys . She compared the use
of cryptographic software to the use of automobiles requiring insurance
, licensing, testing emissions, safety standards, and speed limits, and
that similar standards should be relevant to users of encryption . While
acknowledge the need for secure communications, Denning also defended the

FBI's proposal.
The...

21/3,K/11 (Item 1 from file: 636)
DIALOG(R)File 636:Gale Group Newsletter DB(TM)
(c) 2008 Gale/Cengage. All rts. reserv.

04672554 Supplier Number: 62285898 (USE FORMAT 7 FOR FULLTEXT)
EU/CHINA: EU MINISTERS HAIL CHINA-WTO DEAL.(Brief Article)
European Report, pNA
May 24, 2000
Language: English Record Type: Fulltext
Article Type: Brief Article
Document Type: Newsletter; Trade
Word Count: 2652

(USE FORMAT 7 FOR FULLTEXT)

ABSTRACT:

TEXT:

...disappointment at being unable to wrest concessions for majority ownership in Chinese telecommunications networks, life insurance joint ventures and car -makers. But he could be satisfied with pledges to open the telecommunications and financial services...cars, vans and trucks in China. For those who have invested in joint-venture manufacturing operations (or will do so in the future), there are 3 key points:* All restrictions regarding the category, type and models of vehicle produced will be lifted within 2 years...

21/3,K/12 (Item 1 from file: 625)
DIALOG(R)File 625:American Banker Publications
(c) 2008 American Banker. All rts. reserv.

0027265
Risk-Related Premiums for Deposit Insurance Make Sense
American Banker - February 16, 1984, Thursday; Pg. 5
WORD COUNT: 1,382

TEXT:

... under a risk-related premium schedule, premiums could be set on the basis of relative performance, so that when economic downturns occurred, the overall level of premiums that were assessed would not increase above some threshold. With this modification, a risk-related scheme would not increase the overall stress on the financial system during recessions. While determining an appropriate premium schedule would not be easy, it would not be impossible. Just as...